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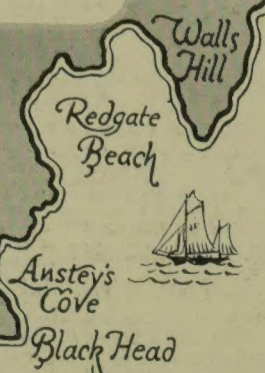
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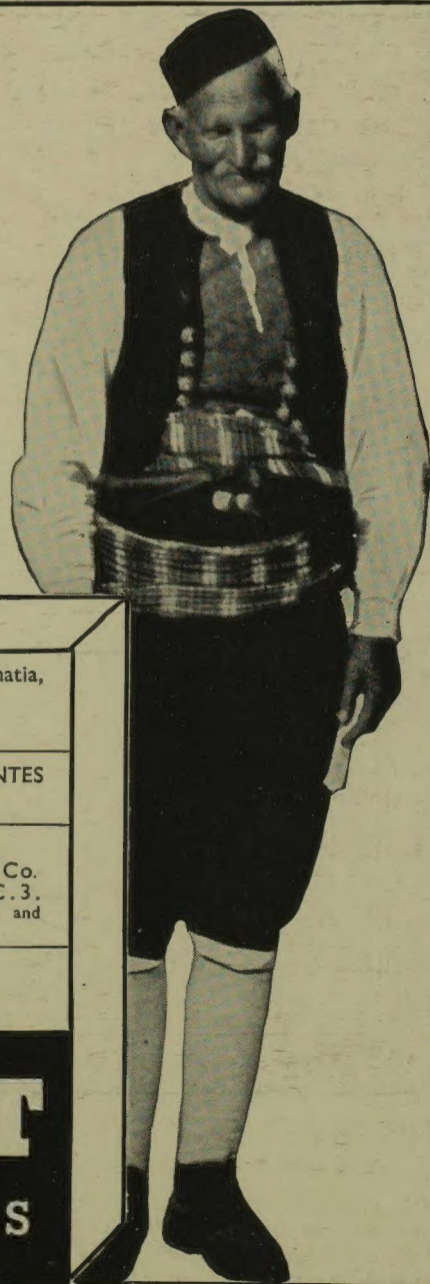
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# THE ILLUSTRATED LONDON NEWS

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SATURDAY, FEBRUARY 13, 1937.



**THE GREAT FLOODS IN AMERICA: FIRE ADDED TO THE TERROR OF THE RISING WATERS AT CINCINNATI, ON THE OHIO—  
A TYPICAL OUTBREAK AT A RAILWAY WAREHOUSE, FED BY BURNING OIL FROM OVERTURNED TANKS (LEFT).**

The magnitude of the American flood disaster was indicated by a recent report that the damage in five States alone was estimated at over £105,000,000. On February 8, the total death-roll was given as 407, and about a million people were homeless. The worst effects were experienced in the valley of the Ohio, and in some places the perils of fire were added to those of flood. Typical examples at Cincinnati are illustrated above and on page 243. On January 24 it was stated that

fire had broken out that day with the explosion of several oil-tanks in the industrial section of Cincinnati along Mill Creek, about a mile from where it runs into the Ohio River. The chief of the fire brigade reported that 32 buildings had been burned. Several of the oil-storage tanks had been overturned by the flood waters, and about 1,000,000 gallons of petrol, paraffin, and Diesel oil were floating on the surface. The firemen were unable to reach many of the buildings destroyed.



By ARTHUR BRYANT.

EVERYBODY welcomes the Government's wise decision to abandon its plan of setting up an aircraft factory at Maidenhead. But nobody quite understands why it was ever put forward. Maidenhead is the centre of a rural district which has the additional virtue of providing amenities of air and country quiet to Londoners who are already all too far from fields and woods and cannot afford to lose any more acres of accessible playlands. As Maidenhead possesses no surplus industrial population, such a factory could only have been supplied by transporting industrial workers from some other part of Britain. To accommodate these, torn from their own familiar environment and homes, a new town, or, as our bureaucrats would probably term it, urban area, would have had to be created, and a few more hundred acres of England's green and pleasant land, once famous for breeding healthy and contented men and women, would be buried for ever under brick and concrete. And this at a time when, in the industrial North, the derelict towns of unemployed are pleading hungrily for new industries, not only for urgent economic reasons, but to avert social and human calamity.

All this was presumably as apparent on the day when the scheme was first mooted as now, when, in deference to public indignation, it has been gracefully abandoned. But it does not appear to have been in the least apparent to the Government department which had the framing of the plan and—but for the unexpected and eleventh-hour opposition of the public—the virtual right of imposing it on the nation. Something, it would seem, is rotten in our State of Denmark; it is hard at first to say what. For our Civil Service is admittedly the finest in the world: the most honest, the most industrious, and the best qualified technically. It is recruited by competitive examination from the best educated elements in the nation, and inspired by a splendid tradition of professional integrity and public service. And it is in law responsible to the popularly elected representatives of the people, to whom it acknowledges itself wholly subordinate. How could it therefore put forward a scheme so obviously detrimental to the clearest needs of the nation?

I fancy that the explanation is really quite simple. Nothing could, humanly speaking, be more efficient than the ordinary Government department. But its efficiency is entirely confined to the strict performance of its own particular job. To go beyond this would be to commit the crime for which is reserved the expert's nethermost hell—zeal without knowledge. To do so would also encroach on the proper work of some other Government department. And it is the wise custom of departments to do to others as they would be done by. So vast and complicated are the concerns of the modern state that each of our great public offices has necessarily to work, like a good draught-horse, in blinkers. It seems the only way to avert collision and overlapping. But there is a disadvantage in this method. It means that the department is completely sightless in every direction but one. It does not even attempt to see in any other way. It can look neither to the left nor right, and must needs follow its nose in the particular direction in which it is already proceeding. And things visible to the untrammelled eye of the most stupid are therefore utterly hidden from it. They do not even seem to exist.

The blame, therefore, is not the department's. The lack is in some higher authority, which under our system is

necessarily envisaged as taking that broad view of needs and measures which can alone give logical and consistent direction to national policy. The theory of English government is that such direction is given by the King in Council and the King in Parliament; by the Cabinet and the elected representatives of the people assembled in the House of Commons. In supreme matters of State, such as decisions of war and peace and the annual survey of the nation's finances, these great agencies of

government still fulfil the purposes for which they were devised. But somehow, with the course of the years, the complexities of ruling a nation of fifty millions have so multiplied that to-day neither Parliament nor the Cabinet seem to find it easy or even possible to keep a firm guiding hand on the ordinary actions of the Departments of State. They are forced to follow blindly the complicated courses prepared for them by experts, whose whole life is devoted to the mastery of specialised knowledge. As a result government is usually a mechanical matter of detail rather than a broad essay in principle. The parish-pump or Borough-Council mind predominates.

So such situations arise as that brought about by the Maidenhead plan. From one angle alone, that of the particular department concerned, the plan was the best that could be devised. That from every other angle it was completely wrong mattered not at all, for it was not the department's business to regard the question from any other angle but its own. To have done so would have constituted a major departmental error. And for every ordinary purpose, the department was the sole judge of what was right or wrong in the matter. "For three things the earth is disquieted, and for four which it cannot bear. For a servant when he reigneth..." It was not for nothing that the wisest man that ever lived put a servant's reigning at the top of his list of the causes of terrestrial disquiet. The expert is a good servant, but a bad master. His rule is always fatal, for experts follow the logic of their ordained craft, and narrow logic does not suffice for a world like ours. It requires compromise and a sense of delicate balance and a sagacity which cannot be learnt in the schools or the sheltered perfection of the office.

It requires also a comprehensive view. Many years ago, the present writer when a very young man was the Principal of a Technical College. For one of the diverse purposes of this institution a piano was required. There was already one piano in the building, but it was a matter of some inconvenience to move this instrument every week from another room where it was also required; it created a noise and something of a disturbance, made the caretaker's back ache, and chipped small bits off the walls of the corridor. The writer therefore prepared a memorandum, setting forth an unanswerable case—from his own point of view—why the Local Education Authority should provide a second piano. But there was no one whose business it was to prepare an equally unanswerable memorandum on the unjustifiable cost of doing so. For pianos cost money, and the making of money, whether by ratepayers or others, requires human effort and sacrifice; and it needed some higher and more disinterested intelligence to decide whether the strain on the caretaker's back justified the extra burden on the ratepayer's back.

Hence the need for some new machinery for national leadership. Both in Parliament and the Cabinet, as well as in our local and other statutory bodies, there ought to be some place for men who are freed from the narrowing pressure of too much detail and are able to take a broad human view of each specialised problem and to reconcile it with the guiding principles of national policy. At present these seem lost in a welter of petty action. That is a very fatal thing, for, by the teaching of all history, where there is no vision the people perish. For government certainly is the concern of detail, blue-books and dry-as-dust industry, but it is also one of poetry and all-comprehending philosophy.



THE OFFICIAL MEDAL COMMEMORATIVE OF THE CORONATION; TO BE STRUCK AT THE MINT FROM DESIGNS PREPARED BY MR. PERCY METCALFE: THE OBTVERSE, BEARING THE CROWNED EFFIGY OF H.M. KING GEORGE VI.



THE REVERSE OF THE CORONATION COMMEMORATIVE MEDAL, WHICH SHOWS THE HEAD OF THE QUEEN CONSORT, ACCORDING TO CUSTOM: THE CROWNED EFFIGY OF H.M. QUEEN ELIZABETH.

The custom of issuing medals to commemorate a Coronation is an old one, and they were originally thrown amongst the spectators at the ceremony. The official medal for the Coronation of H.M. King George VI., which will be struck only at the Mint, has been designed by Mr. Percy Metcalfe from special sittings given at Sandringham. It will be issued in two sizes in silver and in gold and also, on a smaller scale, in bronze.

Photographs from the models in white plaster. Crown copyright.

## THE FLOODS IN AMERICA: PROTECTIVE DYNAMITE; DESTRUCTIVE FIRE.



DYNAMITING A MISSISSIPPI LEVEE TO DRAIN-OFF FLOOD-WATER INTO A PRE-ARRANGED AREA OF LOW-LYING LAND TO RELIEVE PRESSURE ON THE THREATENED TOWN OF CAIRO AT THE MISSISSIPPI-OHIO CONFLUENCE: A DANGEROUS MOMENT FOR THE ENGINEER SEEN CLOSE TO THE EXPLOSION.



THE PERIL OF FIRE ADDED TO THE PERIL OF FLOOD: A TYPICAL INSTANCE (ILLUSTRATED ALSO ON OUR FRONT PAGE) AT CINCINNATI, ON THE OHIO RIVER, WHERE MANY BUILDINGS WHICH THE FIREMEN COULD NOT REACH WERE DESTROYED BY BURNING OIL AFLOAT ON THE WATER.

One method adopted to relieve flood pressure on a threatened city is thus explained (in "The Times") by Prof. George B. Barbour. "Certain prescribed areas of flood-plain are automatically inundated by the use of 'fuse-plug' levees—sections of levee kept at their former level instead of being raised. . . . Overflow will naturally first occur at such low points . . . dynamite being used if necessary to quicken the release of water." Local farmers are reported to have made

violent protests against this plan. At Cincinnati on the Ohio (as noted under our front page illustration) fire broke out through the explosion of several oil tanks. It spread along a frontage of  $3\frac{1}{2}$  miles to a depth of about half a mile, and 32 buildings were burned. A paint and varnish factory caught fire while 200 employees were inside, but they escaped. Huge volumes of smoke obscured the flames. Some of the firemen at work were up to their waists in water.

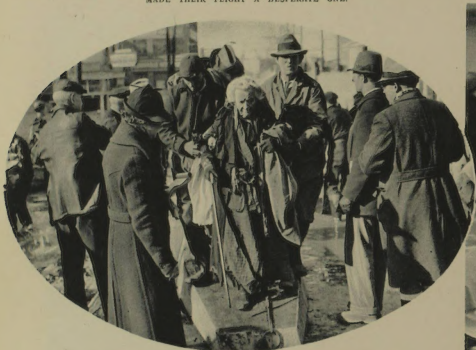
# THE GREAT FLOODS IN AMERICA: REFUGEES, RELIEF, AND MEDICAL PRECAUTIONS IN THE DEVASTATED AREA.



DISTRIBUTING WARM CLOTHING AT A RELIEF STATION IN CINCINNATI—IN SOME CASES, THE REFUGEES WERE FORCED TO LEAVE EVERYTHING BEHIND AND THE FREEZING WEATHER MADE THEIR FLIGHT A DESPERATE ONE.



"WATER, WATER EVERYWHERE"—BUT LITTLE TO DRINK! CINCINNATI RESIDENTS OBTAINING FRESH WATER FROM AN ARTESIAN WELL AT A BREWERY AFTER THE CITY'S SUPPLY HAD BEEN CUT OFF BY THE FLOODS—AND EVEN THIS HAD TO BE BOILED.



RESCUED BY RELIEF WORKERS AFTER BEING MAROONED IN HER HOME BY THE FLOOD WATERS OF THE OHIO RIVER: AN AGED WOMAN, SUPPORTED BY WILLING HELPERS, BROUGHT TO LAND AT LOUISVILLE.



REMOVING THE INJURED AND SICK TO EMERGENCY HOSPITALS IN ROWING-BOATS EQUIPPED WITH STRETCHERS: MAKESHIFT AMBULANCES USED WHEN MARIETTA, A TOWN ON THE OHIO, AT THE CONFLUENCE OF THE MUSKINGUM, WAS FLOODED.



WORK WHICH CONTINUED NIGHT AND DAY: CARPENTERS AT LOUISVILLE BUILDING EMERGENCY BOATS OF SIMPLE DESIGN TO BE USED FOR RESCUING MAROONED PEOPLE AND TO FACILITATE THE TRANSPORT AND DISTRIBUTION OF FOOD-SUPPLIES.



TAKING FOOD-SUPPLIES ROUND THE FLOODED STREETS OF PORTSMOUTH, ON THE OHIO—DELIVERY HAD TO BE MADE THROUGH THE SECOND STOREY WINDOWS, AS THE FLOOD WATERS HAD REACHED A RECORD HEIGHT.

It is difficult to realise that, as a result of the floods in the United States, a million people are homeless and, in the majority of cases, destitute. The extent of the damage and the amount of land inundated can be easily visualised, but the suffering and hopeless condition of these people is not so readily understood. As the Ohio River rose they passed sleepless nights, fearing that at any moment a levee would break and, without warning, drive

them to the higher floors of their houses, there to wait for, perhaps, a long-delayed rescue. When disaster came many were imprisoned in this way amidst a waste of swirling water, with nothing to drink and little to eat. The first task of the authorities was to rescue these unfortunates and then, with the ever-present dread of some deadly epidemic breaking out, to carry out plans for evacuating the homeless, inoculating the population against infection, and



REFUGEES OCCUPYING CAMP-BEDS PROVIDED BY THE AUTHORITIES IN THE NATIONAL GUARD ARMORY AT LOUISVILLE—MANY OF THESE PEOPLE HAD HAD LITTLE OPPORTUNITY TO REST SINCE THE OHIO RIVER STARTED TO RISE, AND WHEN, AT LAST, THEY WERE FORCED TO LEAVE THEIR HOMES, THEY WERE WORN OUT BY THEIR VIGIL.



ONE OF THE EARLIEST MEASURES TAKEN AS A PRECAUTION AGAINST OUTBREAKS OF DISEASE: A NURSE AT THE EYVIE SCHOOL AT ASHLAND, KENTUCKY, INOCULATING CHILDREN AGAINST TYPHOID FEVER, WHICH IT WAS FEARED MIGHT RESULT FROM THE LACK OF CLEAN DRINKING WATER AND THE FLOODING OF THE SEWERS.

supplying warm clothing, food and drink. Owing to outbreaks of dysentery lately, it has now been decided that all wells must be chlorinated and the bodies of animals drowned in the floods collected, and burned or buried. At Memphis, Tennessee, 25,000 people were ill with influenza or pneumonia, and illness also broke out at Louisville, where thousands were confined to their beds. Doctors went round in boats visiting their patients and, as a

precaution, inoculated them against typhoid. The homeless were evacuated from Cairo, Paducah and Louisville, and only workers guarding the levees were left. The American Red Cross obtained contributions from all over the country and also from Canada, while the Army mobilised lorries and railway coaches for the gigantic task of conveying the people to safety. Even the Coast Guard Service assisted by bringing their boats overland for use in rescue work.



A WOMAN ANXIOUSLY WATCHING WHILE ONE OF THEIR RESCUERS BRINGS HER BAY DOWN A LADDER FROM THE SECOND FLOOR INTO THE BOAT: A SCENE AT ASHLAND, KENTUCKY.

# BOOKS OF THE DAY.

**AGRICULTURE**—a subject of projected legislation—is a pursuit that closely concerns us all—even those completely ignorant of its technicalities or economic conditions. During the Great War, we in these islands came nearer than we realised, perhaps, to being starved out through German U-boats cutting off our sea-borne food supplies. Such a thing might conceivably happen again, with aircraft as well as submarines taking a hand in the game, and the advantage of becoming more or less self-supporting is therefore self-evident. How far that is yet practicable or contemplated is another matter, but anyhow it behoves us, as a nation, to treat the tillers of the soil with due respect and promote their welfare and prosperity.

Through the medium of books it is possible for even the least rural of readers to learn a little of agricultural history and problems. A noteworthy example to hand is "GREAT FARMERS." By Professor J. A. Scott Watson and May Elliot Hobbs. With Foreword by the Rt. Hon. Walter E. Elliot, twenty-two Plates and six Line Drawings (Selwyn and Blount; 12s. 6d.). This work, as its title implies, is mainly biographical and historical, but it does not pretend to be a complete history of British agriculture during the past hundred years. After pointing out the absence of any chapters on tithes, politics, legislation, the "back-to-the-land" and co-operation movements, the threshing-machine riots, the Norfolk strike and Joseph Arch, the authors go on to say: "All these things lie outside the scope of this book, the purpose of which has been to convey some notion of the immense contribution of the past three generations of British farmers to the progress of farming. It is a common error to suppose that the British farmer is inherently unprogressive and unenlightened. The real fact of the matter is that, until he had the heart knocked out of him by the years that began in 1879, his skill and leadership were recognised throughout the world. From that time on, and for thirty years, discouragement and poverty were his lot. . . . During the few brief years that began in 1914 he found himself suddenly again a person of importance; but the episode was soon forgotten." Does it take a war, then, to teach us to appreciate this basic industry?

As to the value of the work accomplished by those farmers whose careers are here recorded, the ex-Minister of Agriculture says in his foreword: "The Agricultural Revolution is scarcely less important than the Industrial Revolution. This [book] is a history of some of the men who made it. The period covers only about a century and a half, out of the long history of agriculture, but it is difficult for us to think ourselves back to its commencement. How many of us realise that in the early days of last century the fields of England and Scotland were as malarious as the Balkans are to-day; that the hospital records in Kelso show Scottish malaria persisting till 1840, or that in Lincolnshire the disease was rampant till even later dates? . . . The whole art and practice of land drainage is the product of the great farmers of this period."

Since farming and sport have their moments of collaboration, and water, as well as land, can be utilised for food-production, it will not be out of place to turn from agriculture to aquiculture, in a new volume (No. 24) of the well-known Lonsdale Library, entitled "RIVER MANAGEMENT": The Making, Care and Development of Salmon and Trout Rivers. By H. E. Towner Coston, F. T. K. Pentelow, and R. W. Butcher. With ninety Illustrations (Seeley, Service; 15s.). I did not coin the word used above to alliterate with "agriculture," as will appear from the authors' own explanation of their purpose. "With the ever-increasing army of anglers, and the consequent demand for first-class fishing, many derelict streams have suddenly gained a new significance. . . .

Too often the owners of waters, who realise the value of their holding, have not the knowledge, or the ready means of acquiring the knowledge, necessary for the economic maintenance or improvement of their fisheries. It is for them as well that this book is intended. Not only in England, but all over the fishing world, it is becoming more and more necessary to practise intensive aquiculture."

Rivers, both here and in America, have recently been demanding management for other ends than those of sport, and at the moment it seems almost incredible that anyone should cause "artificial spates," as described in the concluding chapter of this volume. The device is sometimes used to induce salmon to ascend a small river (imagining from the spate that they will find abundance of water and

significance

of the Abbey in our national life. Dr. Perkins has dealt worthily with an inspiring subject, and his book is very readable and informative. Last week I quoted an account of George III.'s Coronation. In the present volume one of the most striking passages describes vividly the first undoubted Coronation at Westminster, that of William the Conqueror—an occasion, it is recalled, which was marked by tragic circumstances.

The author of the above-mentioned book has also supplied a stimulating foreword to a more ambitious work of much wider range—namely, "THE HERITAGE OF THE CATHEDRAL": A Study of the Influence of History and

Thought Upon Cathedral Architecture. By Sartell Prentice. With thirty-five Plates and nine Diagrams (Methuen; 16s.). This fine book, which represents at its best the American quality of enthusiasm and picturesque narrative, is evidently the result of many years' study and travel, showing deep and extensive acquaintance with general history in addition to the author's special knowledge of architecture. In my time I have visited most of our English cathedrals and some of those in France (with which country Mr. Prentice is mainly concerned), but, lacking the historical and architectural knowledge necessary for appreciating these great buildings in all their significance as well as their obvious beauty, I have often felt at a loss for such information and interpretation as this volume provides in full measure. Dr. Jocelyn Perkins, who is himself the author of "The Cathedrals of Normandy," says regarding Mr. Prentice's work: "Each cathedral possesses a personality of its own, as clear and distinct as that of any human being; but that personality remains locked up and refuses to manifest itself to the superficial gaze of a fleeting visitor. 'The Heritage of the Cathedral,' studied carefully, will give to every reader a new and unlooked-for understanding, and he will find himself, as it were, grasping the hand of an unexpected friend."

What Mr. Prentice has done for the uninstructed visitor to European cathedrals has been done, on somewhat different lines, for humbler but not less interesting ecclesiastical buildings in "THE MEDIAEVAL STYLES OF THE ENGLISH PARISH CHURCH": A Survey of their Development, Design and Features. By F. E. Howard, joint author of "English Church Woodwork During the Mediaeval Period." With ninety-six Plates, comprising 180 Photographs (Batsford; 12s. 6d.). This is, unfortunately, a posthumous work, for the author, who was a well-known ecclesiastical architect, died (at forty-five) before he was able to send it to press. It shows a masterly grasp of the subject, and nothing could be more delightful pictorially than the wealth of beautiful photographs which illustrate it. If I might venture one comment, it is that the title-

page, as it stands, is slightly formal and forbidding for the general reader, whom Mr. Howard, as we learn from his own beguiling introduction, had specially in view. Indicating the purpose of his work, he writes: "I meet many people to whom architecture is a great joy, but who realise that a little more knowledge would increase their pleasure tenfold. These often ask me to tell them of some simple book on the subject. . . . There seems to be a real need for a book which does not assume any previous knowledge on the part of the reader, dealing only with simple parish churches, treating the development of mediæval architecture, not as a series of capricious changes of fashion, but as a gradual and logical evolution of the art of church-building. . . . A thorough acquaintance with the parish church is the best basis for a real understanding and appreciation of the cathedrals. . . . With an elementary but sound knowledge of architecture, church-hunting is an enthralling pursuit." If the sub-title had been worded to convey the author's motive as thus expressed, it might have given the book a more popular appeal.

[Continued on page 284.]



**A**L L Gentlemen Merchants, and other Persons may please to take notice, that upon Tuseday night the eighteenth day of January 1652. the Letters were sent from the old Post-house (at the lower end of Threedneedle-street, by the Stocks, in London) at the Rates of twopence the single Letter within eighty miles of London, and threepence the single Letter above eighty miles within this Common-wealth (usually sent unto) and so proportionably for double Letters and Packets, and Packets of printed Books, or two shillings the pound, and the State Packets and Letters carried free: And so to continue going forth Tusedays and Saturday nights, and Anfwers expected Munday and Fryday mornings, as formerly accustomed.

And Letters may be received in for conveyance by the old Post at those Rates at the several places accustomed. V I Z.

At Mr. Bartholmew Haggets, at the Sarizans Head in Westminster.  
At Mr. Robert Genns, the Rose in King-street.  
At Mr. Edward Huchins, Post-master, at the white hart at Charing Crofs  
At Mr. Adams, the Porter of the Gate at the Savoy.  
At Mr. Ralph Oldhams, at the Gun in the Strand.  
At Mr. William Leakes, at the Crown at Temple Bar.  
At Mr. Lawrence Blacklocks, at Temple Bar, Stationer.  
At Mr. Abell Rogers, over against Dunstones Church in Fleet-street.  
At Mr. Charles Adams, the Marygold against Fetter lane end.  
At Mr. John Allins, the white Horse in Fleet-street.  
At Mr. Thomas Taylor, in the inner Temple lane.  
At Mr. Lawrances.  
At Matthew Days, a Porter belonging to Lyons Inn.  
At Mr. Richard Best Stationer in Graife-Inn Gate.  
At Mr. William Atkins, Stationer at staple Inn.  
At Mr. John Places, Stationer at Furnifalls Inn.  
At Mr. Thomas Simms, at the sign of the Angel at Riddriff stayers.  
At Capt. Grigsons next the white Lyon, by the new stayers at Wapping.  
At Mrs. Statinborgh, Tower-hill next the Navy Office.  
At Mrs. Smith next the Cock in Ratlef.  
At Mrs. Ivy over against the Gun in Woodstreet.

*The Persons that leave Letters at any of these places, are desired to bring them in thither before ten of the clock, Tusedays and Saturday nights; and at the Post-house by the Stocks by twelve a clock.*

A UNIQUE DONATION TO THE GUILDHALL LIBRARY: A BROADSHEET LAYING DOWN THE SCALE OF CHARGES FOR LETTER-CARRYING—ISSUED IN 1652; SOON AFTER THE COUNCIL OF STATE HAD SUPPRESSED THE CITY'S POST.

This very interesting broadsheet has been presented to the Guildhall Library by Mr. E. S. Lamplough, and appears to be unique, for inquiries have failed to locate another copy. In 1644 Edmund Prideaux was appointed "Master of the post, messengers and couriers" and, in 1649, the Common Council established an inland post of its own. Prideaux protested to Parliament that the Government monopoly had been infringed and the matter was eventually referred to the Council of State. The Council decided to suppress the City's post and laid down a scale of charges for letter-carrying by the Government's posts. The broadsheet was published soon after this decision and shows the rates fixed by the Council.

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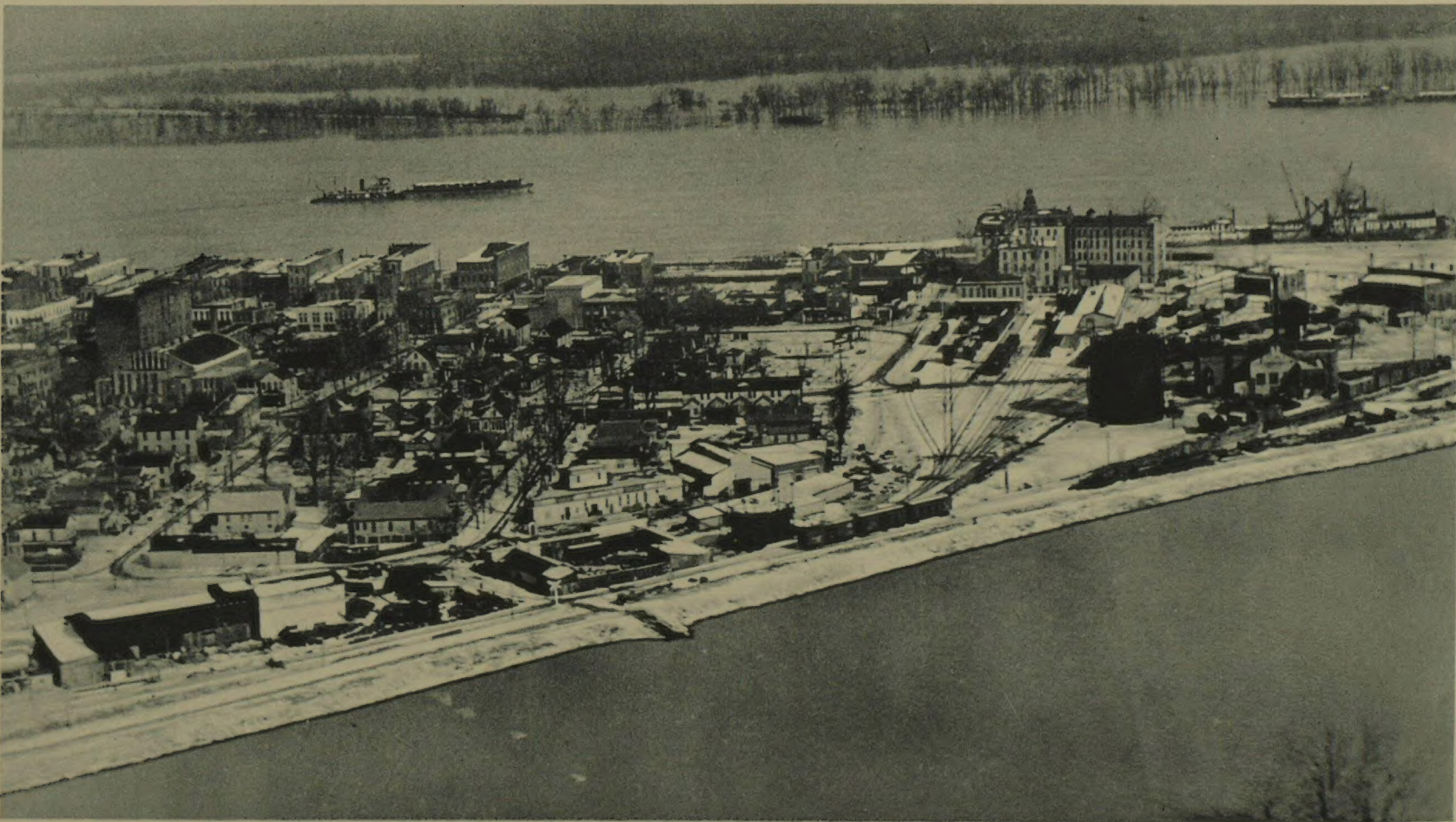
a clear passage) instead of congregating in an estuary, where they fall an easy prey to nets. In the discussion on this question one passage at least has a topical significance: "Unfortunately, floods are quite unpredictable and uncontrollable, and they often come at the wrong time. It has occurred to many people that it would be most useful if a flood which arrived at the wrong time could be saved until it was needed. This is exactly what many waterworks do."

Now that the thoughts of all, in town and country alike, are turning towards the approaching Coronation, it is safe to prophesy a wide demand for a scholarly little book on the great church wherein the ceremony will take place—namely, "WESTMINSTER ABBEY: THE EMPIRE'S CROWN." By Jocelyn Perkins, F.S.A., Sacrist of Westminster Abbey. With thirty-four Illustrations (Duckworth; 7s. 6d.). The author offers his work not as a guide-book (though with the aid of the index it can be used for that purpose), but as an attempt to indicate the

## THE FLOODS IN AMERICA: TYPICAL EFFECTS ON LARGE CITIES INVOLVED.



CINCINNATI AS SEEN FROM THE AIR DURING THE GREAT FLOODS ON THE OHIO, IN WHICH OVER 400 PEOPLE PERISHED AND A MILLION WERE RENDERED HOMELESS: A CITY THAT SUFFERED ALSO FROM FIRES CAUSED BY IGNITED OIL FLOATING ON THE WATER. (SEE FRONT PAGE AND PAGE 243.)



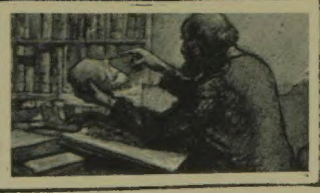
CAIRO FROM THE AIR DURING THE FLOODS: A CITY OCCUPYING A CRUCIAL POSITION AT THE CONFLUENCE OF THE OHIO (BACKGROUND) AND THE MISSISSIPPI (FOREGROUND), WHERE THE FLOOD HOVERED NEAR THE TOP OF A 60-FT. PROTECTING WALL, AND WOMEN AND CHILDREN WERE REMOVED TO SAFETY.

Cincinnati, a city about the size of Leeds, was one of the first large places swamped by the disastrous floods on the Ohio. About one-fifth of it was under water, and, as noted elsewhere, it suffered also from fires. By February 4, however, the floods had so far receded that business returned almost to normal. —Cairo, at the junction of the Ohio with the Mississippi, was in particularly grave peril, for only its 60-ft. protecting wall of concrete (raised a few feet by

temporary material) stood between it and complete inundation. Some 15,000 people, including all women and children, were evacuated, and those that returned were sent away again. The floods rose within a foot of the wall top, and, though the level slowly fell, it was feared that more rain might cause another crisis. The crest of the Ohio flood poured into the Mississippi at Cairo on February 3. By the 8th the flood was subsiding, but Cairo remained vigilant.



## THE WORLD OF SCIENCE.



### THE ORIGIN OF CATTLE—WILD AND DOMESTICATED.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

THE problem of the origin of our various native types of domesticated cattle, and of the numerous and very different types of other parts of the world, has always interested me greatly. Quite recently that interest has been revived by arguments into which I have been enticed concerning this origin. But the difficulties which beset anyone who tackles this problem are very real. For we have no written records of the earliest stages in their evolution, and hence must do our best to interpret such evidence as can be gathered, partly from fossils and partly from a careful survey of the cattle of to-day, wild and domesticated. Needless to say, that evidence is conflicting. Yet, with a little discrimination in the interpretation of the facts which have so far come to light, we can, I think, arrive at a fairly accurate conclusion. It would, however, be impossible to do justice to this theme in a single essay, for it covers a wide field. Suffice it to say that the ox-tribe can be traced to three distinct stocks, represented to-day by the buffaloes, the humped-cattle, and the cattle of our farmyards, derived, for the most part, from the now extinct aurochs.

Under the circumstances imposed by the nature of the evidence, it seems to me best to start this enquiry with probably the most primitive and smallest form of any wild cattle now living. And this is to be found in the pigmy buffalo, or anoa (*Anoa depressicornis*), of the island of Celebes. The first glance at the photograph of this animal (Fig. 1) would probably not suggest any close relationship with the Indian buffalo, or arna, and, by implication, with the still more unlike Cape buffalo; nevertheless, this relationship cannot be doubted when a careful study of the evidence is made. Its horns, which are not conspicuously long, have a triangular section, as in the arna, and they are directed upwards and slightly outwards in the plane of the face, instead of sweeping outwards on each side, as in the case of the enormous horns of its gigantic relative. The anoa, in short, presents the more primitive type, as one would expect. It has been well described as standing in the same relation to the arna, as the pigmy hippopotamus stands in regard to its gigantic relative the ordinary hippopotamus. Its coloration may be wholly black, or, as some examples show, black with a pair of white spots on each side of the face, a white band on the chest, and white markings on the legs; more especially on the front legs. The coat is short and scanty, and with age may more or less disappear, after the manner of buffaloes. Young animals, however, have a dense coat of woolly hair, either blackish or bright golden brown in colour. But the juvenile coat is soon shed in large, mat-like patches. Now, this brown colour persists in some cases in the cows, and it is considered possible by experts that there may be two distinct types of anoa belonging to different areas of Celebes, which, it may be remembered, is a large island extending

over eight-and-a-half degrees of latitude and embracing an area of over 3300 square miles, and certainly large enough for the differentiation of well-marked races of the same species.

horns are sub-circular in section. It also resembles other Asiatic buffaloes, including the anoa, in having the hair of the middle line of the neck and back directed forwards, instead of backwards, as far as the loins. The

suggestion has been made that this animal is really a hybrid between the arna and the anoa, but there are no good grounds in support of this view. From their geographical distribution, indeed, it is highly improbable. So much, then, for the white band, or gorget. As to its haunts and habits, I have so far been unable to discover anything; perchance one or other of my readers who have lived in, or even visited, Mindoro may be able to enlighten me. In regard to the anoa, in this matter of haunts and habits we have no more than the most meagre information. But it would seem that it is mainly, if not entirely, confined to the most mountainous portions of Celebes, where it inhabits the woods, associating, during the greater part of the year, in pairs, like the African bush-bucks and unlike the buffaloes. It resembles the buffaloes, however, in the liking it shows for shade and water, and likewise in drinking in long draughts instead of short gulps, as, be it noted, do the antelopes. But it is very wary, and there seems to be no record of any ever having been shot by European sportsmen. Hence all the information we have on this head has been gleaned from natives or from captive specimens. And there is another point on which information seems to be much needed, and that is as to whether it has ever been domesticated—that is to say, bred for utility purposes, and not merely kept as a caged animal.

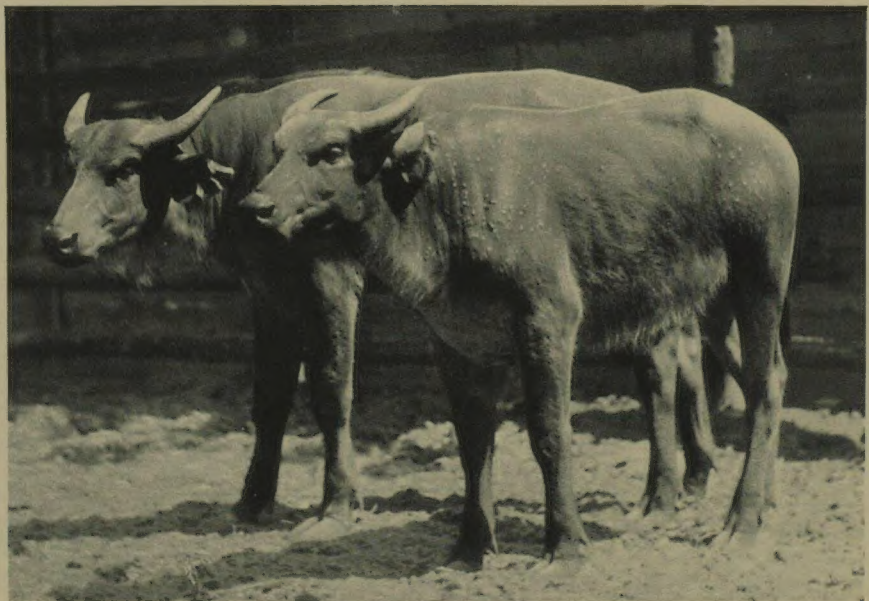
The contention that the ox-tribe as we know it to-day—wild and domesticated—is divisible into three distinct stocks seems to rest on a secure foundation. But when we endeavour to link up this pedigree with what is known of the remote ancestors of cattle, we are by no means on firm ground. There is good reason, however, for the suggestion that cattle, goats, sheep, and antelopes are so many divergent branches derived from a common ancestor. If this is so, it is a little difficult to accept the suggestion, made some



1. THE MOST PRIMITIVE, AS WELL AS THE SMALLEST, OF ALL WILD CATTLE—STANDING NO MORE THAN 3 FT. 3 INS. AT THE SHOULDER: THE ANOA, OR PIGMY BUFFALO (*ANOA DEPRESSICORNIS*), OF CELEBES.

Photograph by D. Seth-Smith.

The white markings to which I have referred are markings of considerable importance as clues in the evolution of the cattle of the buffalo group. For the white chest-band is



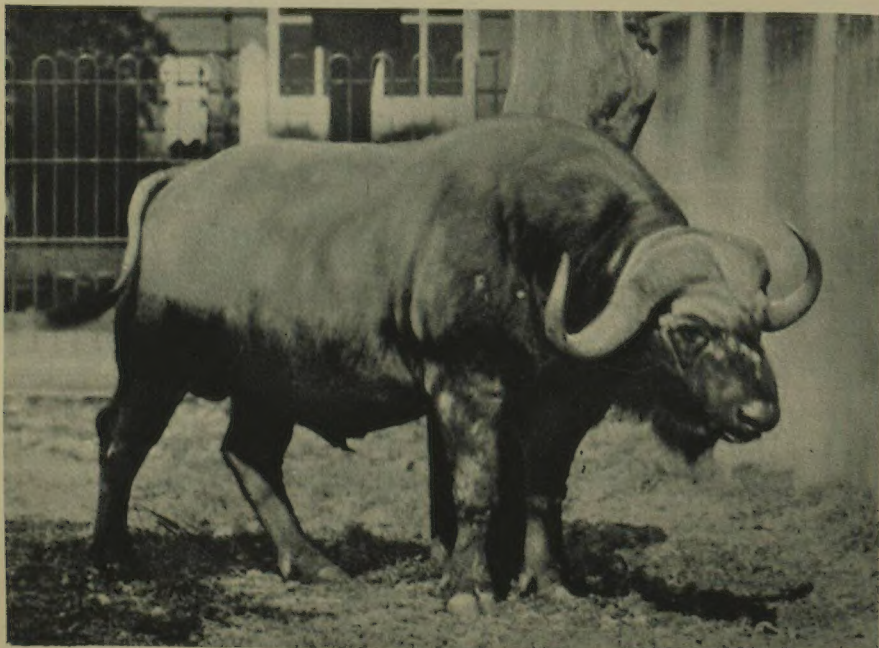
3. DISTINGUISHED BY DIFFERENCES IN THE FORM OF THEIR HORNS, WHICH ARE NEVER LARGE: ONE OF THE SEVERAL RACES OF THE DWARF RED-BUFFALO, FROM THE SHARI RIVER, CENTRAL AFRICA—RED IN COLOUR AND STANDING ABOUT 3 FT. 6 INS. AT THE WITHERS.

Reproduced by Courtesy of Dr. Hess, Berlin Zoological Gardens.

found on a sub-species of the arna living in Borneo, as well as on another pigmy buffalo found on the island of Mindoro, in the western half of the Philippines. This is a stoutly-built animal, only a little larger than the anoa, black in colour, and known by the natives as the tamarao. Its horns are relatively short and massive, and approach those of a race of the arna wherein the

years ago, that the cattle are descended from those aberrant antelopes the gnus, or, as an alternative, the bush-bucks. This last view was put forward to explain the white face-markings of the pigmy buffalo, which are curiously like those of bush-bucks. This fact, however, may be merely a coincidence.

Finally, we may, I think, very safely regard the anoa as the most primitive of living buffaloes, which show, when the numerous species they comprise are compared, very striking extremes in the matter of size, but more especially in the form and size of their horns. In this last particular the range of difference is very striking, as may be seen when comparing those of the anoa and the dwarf buffalo of the Congo with the enormous, laterally expanding weapons of the Indian arna and the incurved horns of the European and American bisons, or the great helmet-shaped bases of the horns of the Cape buffalo. What agencies have given rise to these striking contrasts?



2. DISTINGUISHED BY THE ENORMOUS WIDTH OF THE BASES OF THE HORNS, WHICH MEET, FORMING A HELMET-LIKE MASS; AND BY THE GREAT SIZE OF THE EARS, WHICH BEAR A DEEP FRINGE OF HAIR: THE GREAT BLACK BUFFALO OF SOUTH AFRICA.

Photograph by D. Seth-Smith.

## THE FLOODS IN AMERICA: LOOTING PREVENTED; AWNING-HIGH DEBRIS.



MAINTAINING ORDER IN THE FLOODED AREAS OF THE OHIO VALLEY: TROOPS PATROLLING THE STREETS OF LOUISVILLE, KENTUCKY, A PRECAUTION AGAINST LOOTING, WHICH WAS EVIDENT IN CERTAIN OF THE DISORGANISED CITIES.



DÉBRIS OF THE FLOOD SWIRLING ROUND A GENERAL STORE AT THE LEVEL OF THE WINDOW AWNINGS: IN PORTSMOUTH, OHIO, A TOWN WHICH WAS PARTIALLY FLOODED BY THE AUTHORITIES IN ORDER TO RELIEVE PRESSURE ON THE RIVER WALLS.

The organisation of relief in the areas affected by the great floods in the Ohio and Mississippi valleys is largely in the hands of the U.S. Army. In places, martial law has been proclaimed, although there were few serious outbreaks of looting. At Maysville (Kentucky) and Portsmouth (Ohio) looting did occur, in spite of the presence of troops. One of the most dramatic incidents took place at Portsmouth. This town had never experienced a flood in recent times, on

account of the strong retaining walls. On this occasion, however, the phenomenal pressure of water forced the authorities to give the river a moderate outlet before the walls and the town were swept away together. They decided to open the sewer valves and allow the water to enter the town. Factory and locomotive whistles sounded warnings and police toured the streets to inform the residents. The water rose to a depth of 10 ft. in some parts of the town.

# IN INNER MONGOLIA, WHERE CHINESE AND THE MEN OF SUIYUAN, WHOSE DEFEAT OF JAPANESE-TRAINED

# JAPANESE INTERESTS ARE IN CONFLICT: INVADERS HAS AROUSED GREAT ENTHUSIASM THROUGHOUT CHINA.



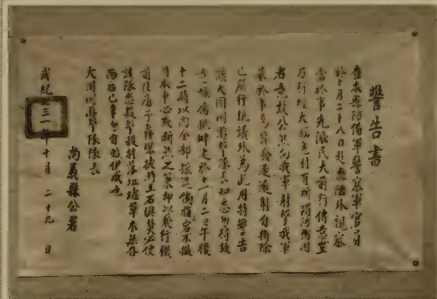
THE GROWTH OF CHINESE NATIONAL FEELING IN THE NORTH, AS THE RESULT OF JAPANESE EXPANSION: CITIZEN VOLUNTEERS OF SUIYUAN, THE PROVINCE WHICH SUCCESSFULLY RESISTED AN INVASION BY JAPANESE-TRAINED MONGOLS.



CHINESE DEFENCES IN SUIYUAN (INNER MONGOLIA): MILITARY AND CIVIL OFFICIALS INSPECTING EARTHWORKS AROUND HSINHO, A POINT WHERE THE INVADERS FROM THE JAPANESE-CONTROLLED PROVINCE OF CHAHAR WERE SUCCESSFULLY HELD UP.



THE DRESS NECESSITATED BY THE RIGOURS OF MONGOLIA: A SUIYUAN SOLDIER IN HIS SHAGGY SUIYUAN COAT, PART OF THE EQUIPMENT PURCHASED FOR THE TROOPS BY THE CONTRIBUTIONS OF PATRIOTIC SOCIETIES ALL OVER CHINA.



THE ACTIVITIES OF THE INVADERS IN SUIYUAN: A PROCLAMATION IN AN OCCUPIED DISTRICT, ANNOUNCING THAT ANY FURTHER ACTIVITIES OF THE LOCAL CHINESE VOLUNTEER CORPS WILL BE PUNISHED BY AERIAL BOMBING.



CITED AS EVIDENCE OF THE ACTIVE SUPPORT BY THE JAPANESE OF THE MONGOL TROOPS WHICH INVADED SUIYUAN FROM CHAHAR: A CAPTURED CHEVROLET TRUCK STATED TO CARRY IDENTIFICATION MARKS OF THE JAPANESE KWANTUNG ARMY.



THE BLEAK AND EXPOSED TRACTS OF INNER MONGOLIA IN WHICH THE SUIYUAN TROOPS FOUGHT MONGOL INVADERS UNDER BITTER WEATHER CONDITIONS: A SENTRY STANDING GUARD OUTSIDE AN OUTLYING CHINESE POST.



CHINESE PATRIOTISM IN THE OUTLYING NORTHERN PROVINCE OF SUIYUAN: THE CADET CORPS OF ONE OF THE PROVINCIAL HIGH SCHOOLS, WITH A BANNER MAILING THE SAFE RELEASE OF CHIANG KAI-SHEK FROM CAPTIVITY.



TROOPS OF THE SUIYUAN ARMY WHICH CAUSED A TREMENDOUS OUTBURST OF PATRIOTIC FERVOUR IN CHINA BY DEFEATING THE MONGOL INVASION FROM CHAHAR: MEN IN COATS OF WADDLED COTTON AND FUR CAPS.



BUILDING LINES OF DEFENCE IN SUIYUAN: CHINESE PROVINCIAL TROOPS CARRYING BIG SQUARE BRICKS FROM THE ANCIENT GREAT WALL TO STRENGTHEN THEIR POSITIONS AGAINST THE NEW MONGOL THREAT.



EVIDENCE OF THE INTEREST OF THE CENTRAL GOVERNMENT IN THE FATE OF THIS OUTLYING PROVINCE: A DETACHMENT OF THE TROOPS CONTROLLED BY CHIANG KAI-SHEK ARRIVING IN SUIYUAN, WELL EQUIPPED TO FACE A NORTHERN WINTER.

Recently there have been many signs giving evidence of the strengthening of Chinese national feeling. One of these was provided by the setback to the advance of Japanese interests in the extreme northern province of Suiyuan or Inner Mongolia. The successful defence of their province by the Suiyuan troops against Mongols and other forces trained and armed by the Japanese aroused great enthusiasm all over China. The Peking Students' Union started a campaign for funds to provide 10,000 fur-lined overcoats for the Suiyuan troops, and contributions came in freely. It also appears that a considerable

number of General Chiang Kai-Shek's Central Government troops were moved northward into Suiyuan to "observe" General Fu Tso-yi's efforts at resistance. General Chiang Kai-Shek himself went as far north as Taiyuan, in the province of Shensi, to the south-west of Peking, travelling by air with his staff. The first serious attack on Suiyuan was made by forces from the Japanese-controlled province of Chahar, and appears to have been supported by aero-planes and artillery. An attack in a snowstorm by Mongol cavalry was repelled by machine-gun fire. The fighting culminated in a considerable

Chinese success, when, some days later, their troops occupied the invader's base of operations at Pailingmiao, this being a known centre of Japanese intrigue in Mongolia. A reliable report gave the following account of the action: "Having learned that the invaders' garrison at Pailingmiao was about to be doubled, General Fu Tso-yi, the young Chinese commander, decided on immediate attack. He sent two bodies of infantry and one of cavalry by a circuitous western route; the attack was launched in the evening and by the next morning the invaders were in flight. The victory caused wide-

spread rejoicing in North China. General Fu Tso-yi became a national hero, and was deluged with congratulatory addresses. Japan disclaimed any official connection with the fighting, but there was little question that the Japanese authorities were disappointed at the ill success of forces trained and equipped by them. An example of what appears to be an attempt to arouse Mongol national feeling against the Chinese authorities is provided by the proclamation illustrated above. It is dated "the 29th day of the 10th month of the 731st year of Jenghiz Khan"—the great Mongol leader.

# RUSSIA'S AIR FORCE—IS IT AS POWERFUL AS FRANCE BELIEVES? MUCH CRITICISED MILITARY AEROPLANES.



RUSSIA'S MUCH DISCUSSED AIR FORCE: ONE OF THE U.S.S.R.'S LATEST TYPES OF FIGHTERS, APPARENTLY A COPY OF A HUNTER, "BULLDOG," WITH MANY FEATURES WHICH WE SHOULD CONSIDER TO BE OUT OF DATE.



A RUSSIAN GENERAL PURPOSES MACHINE: A TYPE (FITTED WITH SKIS AND A CLOSED-IN CABIN FOR AN ARCTIC FLIGHT) WHICH GIVES THE IMPRESSION OF BEING SOMEWHAT ROUGHLY CONSTRUCTED, LIKE MANY SOVIET AIRCRAFT.



ANOTHER RECENT TYPE OF RUSSIAN AEROPLANE: A WIDE-SPAN, SINGLE-ENGINE MONOPLANE WHICH, IT IS CLAIMED, HOLDS THE WORLD'S RECORD FOR A NON-STOP FLIGHT, ALTHOUGH THE FLIGHT WAS NOT MADE UNDER INTERNATIONAL REGULATIONS.



AN "A.M.T. 35" PASSENGER-CARRYING LOW-WING MONOPLANE: A RUSSIAN COPY OF THE WELL-KNOWN AMERICAN DOUGLAS MACHINES, WITH A WING SPAN OF SOME 65 FT., AND A CLAIMED SPEED OF OVER 200 M.P.H.



A GIANT RUSSIAN BOMBER: A FIVE-ENGINED MACHINE, IN REALITY SOMEWHAT SLOW AND CUMBERSOME BY OUR STANDARDS, IN VIEW OF ITS HIGHLY FORMIDABLE APPEARANCE; DRIVEN BY MOTORS THAT ARE NOT TOO MODERN.

The statement made by the French Air Minister, M. Cot, in the course of the recent Defence debate in the Chamber of Deputies, to the effect that the only Air Force superior to the French, as regards material, is the Russian, has caused a good deal of comment. Experts were not slow to assert that although the U.S.S.R. may, in fact, possess 2500 machines, many of these are not efficient by modern standards. Though there may be a few highly equipped units, the average is low. Incidentally, Major A. Williams, the

well-known American pilot, who recently made a tour of inspection of European Air Forces, appears to have come to the conclusion that Italy is really the Power best prepared for air warfare. Some details of Russia's air strength were given at the All Union Congress, last November, by Khripin, the Assistant Commander-in-Chief of the Red Air Force. He stated that the number of fighting aeroplanes possessed by Russia had been quadrupled since 1932 and was considerably in excess of the 2000 aeroplanes stated to be



RUSSIA'S AIR FORCE: BIG A.M.T. BOMBERS OF A FAR-EASTERN SQUADRON WHICH ARE BELIEVED TO HAVE CAUSED CONSIDERABLE NERVOUSNESS IN JAPAN, ALTHOUGH THEY ARE NOT VERY FORMIDABLE BY MOST EUROPEAN STANDARDS, AND HAVE BEEN DESCRIBED AS "ABOUT AS EFFICIENT AS 15-YEAR-OLD DUTCH FOKKERS."

possessed by Germany. Of the total of Russian first-line aircraft 60 per cent. were stated to be bombers. Khripin also said that Germany's effort to train 70,000 pilots would be met by Soviet measures to secure 100,000 men with flying licences. These tremendous figures need not, however, be taken at their face value. An expert to whom we submitted the photographs here given lays emphasis on the point, already stressed, that Russia has a great many 'planes, but that these are not very formidable—"nothing that our

own people or the Germans could not make hay of," to use his own words. The very latest Russian machine, a single-seater fighter, shown at the Paris exhibition in November, was described in "The Aeroplane" as "The Russian idea of what a Vickers Supermarine 'Spitfire' would look like if it did not look as it does." Indeed, it may be said that, in air matters, the Russians have a reputation for producing not very good copies of European and American types; and stories of a "Russian Air Menace" are exaggerated.

# LEICESTER'S ROMAN FORUM TO-DAY: A CITY'S UNIQUE HERITAGE.

FROM THE DRAWING BY ALAN SORRELL. (SEE ARTICLE ON PAGE 256.)



EXCAVATIONS IN THE HEART OF LEICESTER DISCLOSE THE ROMAN FORUM BESIDE THE "JEWRY" WALL (RIGHT BACKGROUND), NOW PROVED PART OF THE BASILICA—THE PRESENT SITE, FOR COMPARISON WITH THE RECONSTRUCTION DRAWING OPPOSITE.

The discovery, in the heart of a great industrial city, of its municipal centre in Roman times gives Leicester a unique possession. The circumstances of the discovery are explained by Miss Kenyon, director of the excavations, in her article on page 256. In a recent letter on the subject from H.M. Office of Works, it was stated: "If the site is kept open and laid out, the City of

Leicester . . . will be able to show evidence, such as no other city in this country possesses, of the continuity of its civic existence over a period of some 1800 years. There is no other city in this country, and very few in Europe, where the Roman Forum can thus be seen exposed in the middle of the modern city." This drawing shows the excavations in progress.

# LEICESTER'S ROMAN FORUM 1800 YEARS AGO: A RESTORATION.

RECONSTRUCTION DRAWING BY ALAN SORRELL WITH THE ASSISTANCE OF MISS KATELEEN KEAYON (DIRECTOR OF THE EXCAVATIONS) AND MR. E. G. BROUGHTON, A.R.I.B.A.



LIFE AT LEICESTER IN ROMAN TIMES UPON THE SITE ILLUSTRATED OPPOSITE: THE FORUM AND BASILICA (ON THE RIGHT) AS RECONSTRUCTED FROM ARCHÆOLOGICAL DATA OBTAINED DURING THE RECENT EXCAVATIONS.

In comparing this reconstruction drawing with that of the excavations opposite, it should be pointed out that the right-hand doorway of the two at the top of the steps, leading into the Basilica, is identical with the archway (shown black) in the "Jewry" Wall seen in the background of the facing illustration. The other doorway in the "Jewry" Wall is blocked

with modern brickwork, as indicated in Fig. 1 on page 256. Fig. 3 on that page shows the foundations of one of the two rooms flanking the stairway seen above. The Basilica of a Roman city combined the functions of Town Hall, Market Hall, and Law Courts, while the Forum was not only a market square, but a meeting-place of the citizens for various official and social purposes.

## A ROMAN FORUM FOUND IN THE HEART OF LEICESTER.

THE MOST IMPORTANT ROMANO-BRITISH DISCOVERY OF RECENT YEARS ON A SITE ORIGINALLY SELECTED FOR MUNICIPAL BATHS: EVIDENCE OF EIGHTEEN CENTURIES OF CIVIC CONTINUITY UNIQUE AMONG ENGLISH CITIES.

By KATHLEEN M. KENYON, M.A., Director of the Excavations at Leicester.  
(See Illustrations on Pages 254 and 255.)

THE fragment of Roman wall at Leicester known as the Jewry Wall is one of the finest in the kingdom, but it has been a matter of conjecture to what building it had belonged. Early in 1936, however, the modern factory on the site was demolished with a view to constructing municipal baths. The archaeological importance of the area was, however, realised, and on the initiative of a local committee, and with the co-operation of the City authorities, it was arranged that excavations should be carried out prior to the erection of the baths.

These excavations have revealed the fact that the Jewry Wall was the central portion of the west wall of the Roman Basilica, against which the Forum was built. A fortunate chance has thus brought it about that the only excavations to be carried out so far in Leicester should be on the site of the most important buildings of the Roman town, the centre of its municipal life. The Basilica of the Roman town combined the functions of a town hall, market hall, and law courts, while the Forum served not only as the market square, but as the meeting-place for the citizens for all purposes, official and social.

The area is not yet completely excavated, but a large part of the plan can already be identified. The upstanding portion of the wall (Fig. 1) coincides almost exactly with the entrance from the Basilica into the Forum, which would have formed the architectural

great municipal building activity all over Britain. They took the place of the latest of a series of earlier buildings, mainly of wood, which date from the very beginning of the Roman occupation of Britain. The earliest, in fact, were occupied by tribesmen using pottery almost entirely of the types introduced into this country by the Belgic tribes, with very little sign of Roman influence, thus providing interesting evidence of the distance into Britain that these tribes had penetrated.

Evidence as to the later history of the Forum is at present confined to some alterations early in the fourth century.

floored with herring-bone pattern bricks, was more than 35 ft. wide, and the aisles were 14 ft. wide. The Forum and Basilica were built in the first place about 120-130 A.D., which was a period when there was

least signs of wear, it was repaired, the last road went on being used until it must have been almost impassable. This must point to the time when, in the late fourth and fifth centuries, the Saxon invasions on the coast were cutting off Britain from the rest of the civilised world, destroying trade, and thus causing the break-up of municipal life. The town resources were obviously no longer able to keep the road in repair. In the same way, all the municipal buildings were no doubt gradually allowed to fall into disrepair, until, by the time the Saxon advance had spread thus far into the Midlands, the whole town was probably



1. NOW PROVED (BY THE NEW EXCAVATIONS IN FRONT OF IT) TO HAVE FORMED THE CENTRAL PART OF THE WEST WALL OF THE ROMAN TOWN'S BASILICA: THE SO-CALLED "JEWRY" WALL AT LEICESTER, ONE OF THE FINEST FRAGMENTS OF ROMAN WALLS IN ENGLAND—SHOWING IN THE BACKGROUND ST. NICHOLAS CHURCH, BENEATH WHICH MOST OF THE OTHER REMAINS OF THE BASILICA LIE.

The archway seen in the centre of the wall formed one of the entrances from the Forum into the Basilica when Leicester was a Roman town. A second arch, seen further to the left, is blocked with modern brickwork. The relation of these two doorways, or double entrance, to the rest of the Roman buildings and the Forum is shown in the reconstruction drawing on page 255.

But an interesting commentary on the decay of the Roman Empire in Britain is provided by the road along the north side of the Forum. The latest of some eight successive surfaces of the road is cut into by ruts as much as a foot deep and more wide (Fig. 2). Thus, in contrast to the earlier history of the road, when, as soon as the surface showed the

completely ruinous. In most cases, the Saxons would appear to have used the Roman buildings mainly as quarries for their much simpler buildings. But the portion of the Basilica wall which has survived above ground to this day seems to have been used as an actual part of a Saxon building. The adjoining St. Nicholas Church is a late Saxon church, but somewhere in Leicester there must have been an early Saxon church, since there was an early Saxon bishopric there. On the east side of the Jewry Wall were found the foundations of two very rough walls, which are later than the Roman floors, and than debris on top of these floors, but earlier than the foundations of the church, and which therefore must belong to the early Saxon period. It is therefore to the Saxon church-builders that we owe the fact that such a magnificent portion of a Roman building has survived.

The Jewry Wall itself will, of course, be preserved in any event, but the city authorities are now faced with the problem of whether the site, acquired at considerable cost in the heart of industrial Leicester for the purpose of baths, should not, now that it has been shown to contain the remains of such very important Roman buildings, be preserved entire as an archaeological site, laid out so as to show the buildings as a whole. If they should decide to do so, Leicester will certainly have a show-place of first-rate importance, and be unique in having the heart of the earliest Leicester visible in the midst of the modern town, a few hundred yards only from its successor, the mediæval town hall, which happily has also been saved, it may be recalled, in the course of the last few years.



2. THE ROMAN ROAD DISCOVERED ON THE NORTH SIDE OF THE FORUM AT LEICESTER, ITS DEEPLY-RUTTED CONDITION INDICATING THE DECAY OF ROMAN POWER IN BRITAIN: A VIEW SHOWING THE "JEWRY" WALL AND ST. NICHOLAS CHURCH IN THE RIGHT BACKGROUND. The deep ruts in this road were made by Roman vehicles during the last years of the Roman occupation of Britain, when the Saxon invasions on the coast were breaking down organised government, and consequently the civic authorities could no longer keep roads and buildings in repair.

centre of the whole area. A double entrance led from the west aisle of the Basilica on to a platform, in front of which a flight of steps, necessitated by the lower level of the Forum, led down into the open market square. On either side of this were two large rooms, one of which is visible in Fig. 3, which may well have served as municipal offices. This range of rooms and steps along the Basilica side of the Forum, which is visible in Mr. Sorrell's reconstruction (see page 255), is an unusual feature, and apparently peculiar to Leicester. The north and south sides, however, conform to the usual plan, with an internal colonnade surrounding the market square, forming a covered verandah round the whole area, on to which opened a row of small shops, while outside again was another verandah or portico. Of these portions of the building, only the four parallel walls enclosing the whole area were found, but their identification is certain. On the west side, remains of the entrance have been found, apparently consisting of a double carriage-way, with a footway in between.

Only a very small part of the Basilica has been cleared, since most of it lies under the adjacent St. Nicholas Church. Four piers of the western of the two arcades which divided it into a nave and two aisles have been located. The nave, which was



3. PROBABLY PART OF ROMAN LEICESTER'S MUNICIPAL OFFICES: THE NEWLY-EXCAVATED FOUNDATIONS OF ONE OF TWO ROOMS THAT FLANKED A STAIRWAY LEADING UP FROM THE FORUM TO THE DOUBLE ENTRANCE OF THE BASILICA. (SEE RECONSTRUCTION DRAWING ON PAGE 255.)

In a chapter on Roman Britain in "Archæology in England and Wales," by T. D. Kendrick and C. F. C. Hawkes, we read: "Leicester, after some military importance on the Claudian frontier of the Fosse Way, became the fairly small but prosperous and well-Romanized country town of *Ratae Coritanorum*." Reference is also made, in a footnote, to "Roman Leicester," by the late Professor F. J. Haverfield, in the "Archæological Journal" (LXXV. (1918), pp. 1-46).

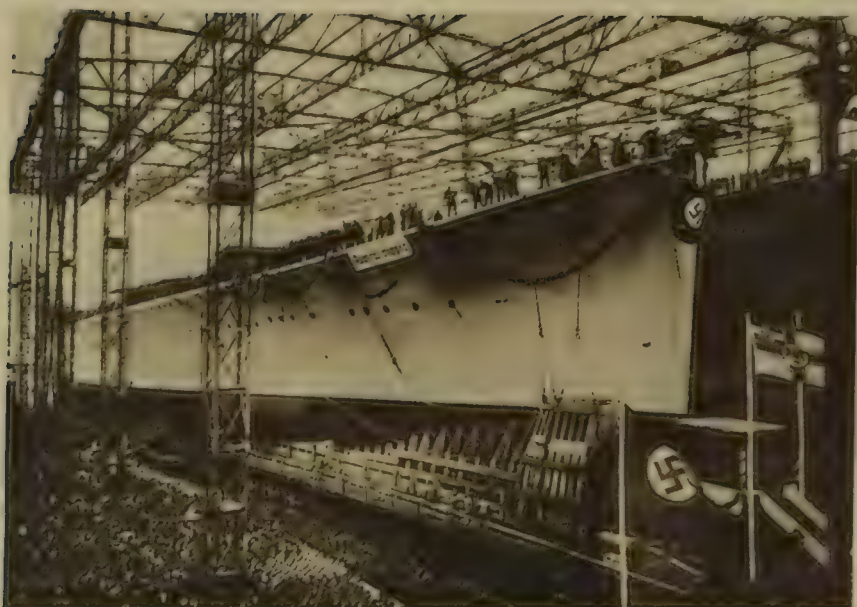
## A ROYAL CHRISTENING: PRINCESS ALEXANDRA'S FIRST OFFICIAL CEREMONY.



IN THE CHRISTENING ROBES OF HER GREAT-GREAT-GRANDMOTHER, QUEEN VICTORIA: PRINCESS ALEXANDRA OF KENT, FOLLOWED BY HER BROTHER, PRINCE EDWARD, LEAVING HOME FOR THE CHAPEL AT BUCKINGHAM PALACE.

The Duke and Duchess of Kent's infant daughter was christened by the Archbishop of Canterbury, with Jordan water, in the private chapel at Buckingham Palace, on February 9. She wore the robes of cream silk and Brussels lace worn by Queen Victoria at her baptism, and the gold font made for the christening of Queen Victoria's eldest daughter had been brought from Windsor Castle. The King and Queen and Queen Mary were present. The baby was named Alexandra

Helen Elizabeth Olga Christabel—Alexandra after her great-grandmother, Queen Alexandra; Helen after her maternal grandmother, Princess Nicholas of Greece; Olga as one of the names of her other grandmother, Queen Mary, and also that of her aunt, Princess Paul of Yugoslavia; Elizabeth (the present Queen's name) after her other aunt, Countess Toerring; and Christabel to recall the fact that she was born on Christmas Day. No illustrations of the actual ceremony were permitted.



NAMED "ADMIRAL HIPPER" IN MEMORY OF THE COMMANDER OF THE ENEMY BATTLE-CRUISERS AT JUTLAND: THE FIRST OF THREE 10,000-TON GERMAN CRUISERS.

The "Admiral Hipper," which was launched at Hamburg on February 6, is the first of the three 10,000-ton cruisers under construction for the German Navy. The ship was named by Frau Raeder, on behalf of Herr Hitler, and was launched by the Commander-in-Chief, General-Admiral Raeder. Admiral Hipper, who died in 1932, commanded the German battle-cruisers at the bombardment of Hartlepool on December 16, 1914, and was in command of the scouting force at the Battle of Jutland.

## THE CAMERA RECORDS NEWS EVENTS: ITEMS OF TOPICAL INTEREST.



AN INTERESTING SEQUEL TO THE ANGLO-EGYPTIAN TREATY: EGYPTIAN TROOPS RELIEVING THE FIFTY-FOUR-YEAR-OLD BRITISH ARMY GUARD AT CAIRO CITADEL.

An interesting ceremony took place at the Cairo Citadel when, as a consequence of the Anglo-Egyptian Treaty, Egyptian troops relieved the British Army guard and thus took over a duty which they will perform in future. For fifty-four years this guard has been maintained over the ammunition reserve of the Egyptian Army at the Citadel. The new Egyptian Army will be a small, but highly mechanized, force.



SIR JOSHUA REYNOLDS' HOUSE IN LEICESTER SQUARE TO BE DEMOLISHED—NO. 47, WHERE HE LIVED FROM 1760 TO 1792.

The house in Leicester Square in which Sir Joshua Reynolds lived for over thirty years, and in which he painted many of the portraits that brought him fame, is to be pulled down. It was built in the reign of William and Mary and was previously occupied by George Morland's father.



A PORTRAIT PURCHASED BY QUEEN MARY: "THE DUKE OF WINDSOR," BY DRIAN—DONE IN 1926 AND NOW ON EXHIBITION.

This portrait in pencil of the Duke of Windsor is included in the exhibition of Drian's work at Walker's Galleries, and it is announced that it has been purchased by Queen Mary. The likeness, it will be noted, is a most striking one. M. Drian is also showing a drawing of the Duke of Kent and some notable water-colour portraits. Although a painter of line, his colour is richly decorative.



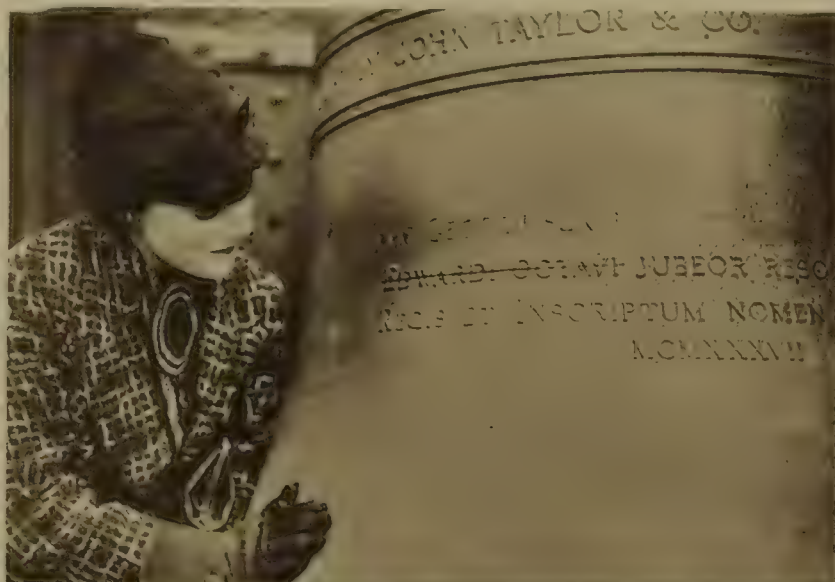
MAKING ROOM FOR THE NEEDS OF PRESENT-DAY TRAFFIC: THE QUEEN VICTORIA STATUE NEAR BLACKFRIARS BRIDGE MOVED TO A NEW POSITION.

The congestion of traffic at the junction of New Bridge Street and Blackfriars Bridge has necessitated the introduction of traffic lights to control the flow of vehicles. In order to carry out the plan, the statue of Queen Victoria had to be moved to another position a few yards away.



A DISASTER IN WHICH FOUR MEN LOST THEIR LIVES: THE BURNED-OUT WRECKAGE OF THE "DAILY EXPRESS" AEROPLANE NEAR NEWTON STEWART.

This aeroplane was engaged on a survey of British air routes and, on February 2, left Renfrew Airport for Liverpool. When no news of her arrival could be obtained, a search was instituted and on February 4 a shepherd discovered the wreckage at a lonely spot near the village of Newton Stewart, in Wigtownshire. The occupants—the pilot, Major Harold Pemberton, Mr. Wesley, and Mr. Philpott, the "Daily Express" radio expert—had been killed instantly in the crash.



A HISTORIC INSCRIPTION ON ONE OF THE NEW BELLS FOR WINCHESTER CATHEDRAL: THE NAME OF GEORGE VI, SUBSTITUTED FOR THAT OF EDWARD VIII.

A correspondent notes of the above photograph: "The first of the new Coronation peal of twelve bells for Winchester Cathedral arrived safely at the Cathedral recently. This bell weighs 35 cwt. and is the largest of the whole peal. The name of King Edward VIII. has been erased with a cut line, and that of George VI. substituted above." It is preceded by the Latin word "jam," meaning "now."

# THE KING'S FIRST DRIVE IN STATE—TO HOLD HIS FIRST LEVÉE.



KING GEORGE VI. LEAVING BUCKINGHAM PALACE FOR ST. JAMES'S PALACE TO HOLD THE FIRST LEVÉE OF HIS REIGN :  
A GLIMPSE OF HIS MAJESTY IN THE STATE COACH.

King George VI. drove in State in London for the first time, on February 9, when he proceeded from Buckingham Palace to St. James's Palace to hold the first levée of his reign. The State coach was escorted by a Captain's Escort of Household Cavalry, and his Majesty was attended by his Gentlemen in Waiting. He started shortly after eleven o'clock, and after the ceremony, which lasted about an hour, drove back in State to Buckingham Palace. On the previous day it was officially

announced that the King and Queen will give an afternoon party at Buckingham Palace on March 24. This will be their first big function since their accession. It is understood that they will probably take up residence at Buckingham Palace after spending the coming week-end at Royal Lodge, Windsor, their country home, and that while they are away some of their personal effects may be transferred to the Palace from their present town house at 145, Piccadilly.

# ACE OF TRUMPS.

BEING AN APPRECIATION OF

"MY FLYING LIFE": By SIR CHARLES KINGSFORD-SMITH.\*

(PUBLISHED BY MELROSE.)

WE have the late Sir Charles Kingsford-Smith's word for it (in this volume) that he did not like being called "The World's Greatest Airman"; he regarded himself, he tells us, "purely as a long-distance flier." "In these days, aviation is a highly specialised profession with many branches of activity." This cannot be doubted, but if Kingsford-Smith was a specialist, he was also something more; he was a pioneer of specialists, and he certainly inaugurated a new era in international communication. He flew every ocean and almost every continent, and regarded every new achievement by others as a challenge. He repudiates any desire for adventure merely for its own sake. "Adventures to the adventurous," they say; but on the other hand, it must be remembered that the last thing that happens on any well-planned expedition is adventure. Personally, I have always endeavoured, by prior precautions, to avoid so-called 'adventures.' Despite all precautions, however, he had many extraordinary escapes, and the mischance, so fresh in public memory, to which he succumbed in the end remains a mystery. He had many fluctuations of fortune, some severe disappointments, and, more than once, uncharitable criticism from the public which, with the next breath, idolised him. In his vicissitudes we may see the almost inevitable penalty of a professional airman's life—the necessity of ever striving, in the intense competition of to-day, to "go one better," until at last luck fails and tragedy happens. That was Kingsford-Smith's destiny; but he died as he would have wished to die, and he left an extraordinary record behind him.

He looked back half-amused, half-wistful, on "those hectic days on the Western Front," when "in our funny old machines, prodigious feats were performed by 'intrepid airmen' in things tied up with bits of string. . . . We did our job to the best of our ability in what seem to be the craziest old antiquarian contraptions imaginable." The experience had made Kingsford-Smith an airman for life. His enthusiasm was nearly extinguished immediately after the war, by queer "assignments" at Hollywood which seemed to be only elaborate methods of suicide. Then he and two friends—"we were just three musketeers, Ulm, Keith Anderson and me, and our sole asset was a Big Idea"—dreamed a dream. They would fly the Pacific! They went to San Francisco to find the ideal machine for the great attempt. It was found; but unfortunately it had to be paid for, and it failed to pay for itself by winning the big prize for the longest continuous period in the air without refuelling. This was the moment for a fairy godfather, and he stepped out of the wings pat on his cue. He was Captain Hancock, of San Francisco, and he launched "Southern Cross" on its proud career.

This remarkable machine, which was eventually bought by the Commonwealth Government for a national possession, has an unrivalled place in the history of aviation. It was a tri-motor Fokker monoplane with Wright Whirlwind engines. (Sir Charles Kingsford-Smith repeatedly expresses his admiration for M. Fokker as the greatest living aeroplane designer.) It proved to be both

need, she carried innumerable trippers at ten shillings per joy-ride! She is the Queen-Mother of all existing aeroplanes.

In this "good old bus," then, the musketeers essayed the Big Idea, making "a long shot at a dot on the map." What says Q. Horatius Flaccus?—

"nil mortalibus arduum est:  
calum ipsum petimus stultitia."

Stultitia, however, was justified of her children; the 7389 miles of Pacific Ocean were spanned, and in despite of enormous burdens, ferocious storms and merciless rain, "Southern Cross" never so much as coughed in one of her 24,000,000 revolutions. Kingsford-Smith and Ulm were now marked men.

They kept "Southern Cross" in the public eye by new "records" for a trans-continental flight across Australia and for the first successful flight across the dreaded Tasman Sea to New Zealand. Kingsford-Smith now entered upon business enterprises in which he was not destined to prosper. He had even larger fish to fry, and after elaborate preparations he set out in 1929 on his first attempt to open up the air-route from Australia to England. He now suffered his first serious reverse, from which, since it was accompanied by a certain degree of public censure, it took him some time to recover. He and his three companions lost their way owing to unexpected bad weather, at the outset of the flight, and had to make a forced landing in a swamp in the wild north-west of Australia. A more formidable spot could hardly be imagined. The airmen had hardly any food or water, and could find nothing to live on except a few nauseating sea-snails; they were surrounded by mud, mosquitoes and alligators, and endured intense heat. They were completely powerless, having no petrol, and they had the greatest difficulty in maintaining signal-fires. Several times they suffered the misery of seeing, comparatively close at hand, "planes which were looking for them but failed to observe them. Their damaged wireless could receive, but could not send, messages. They were within 1½ hours' flight of the nearest settlement, but they were in this desperate situation for thirteen days before they were found. Meanwhile, in the search for them, two well-known airmen, Anderson and Hitchcock, had lost their lives. A Committee of Inquiry severely criticised certain defects in Kingsford-Smith's preparations and equipment, and for a time his reputation suffered.

from England to Australia in 1933, every circumstance seemed to combine against him. An exasperating minor engine trouble kept him out of the Melbourne Centenary Air Race in 1934. And in May 1935, a very unusual accident to a propeller nearly brought "Southern Cross" down in the Tasman Sea, which she had safely flown so many times. It will never be known what capricious piece of ill-luck proved disastrous on the last flight.

Kingsford-Smith's last two great flights, therefore, were all the more gallant because he was fighting against his luck all the way. His attempt in 1931 to beat Mollison's record for the solo flight from Australia to England was dogged by misfortune. He had to make a perilous forced landing on a desolate beach in Malaya (with a tiger roaring in the jungle near by!), and another in Asia Minor, where he was detained under arrest for several days by the Turkish authorities. Throughout the flight he was seriously ill and often on the verge of fainting. This was partly the result of sunstroke, and partly, as was afterwards thought, due to the effects of monoxide gas escaping from the exhaust. He did not recover quickly—doubtless



A MEANS EMPLOYED FOR REPLENISHING THE AMMUNITION OF A PUNITIVE FORCE TRAVERSING DIFFICULT COUNTRY: AN R.A.F. AEROPLANE DROPPING SMALL ARMS AMMUNITION BY PARACHUTE ON A PERIMETER CAMP AT BICHI, NORTH-WEST FRONTIER.

the long-continued strain on his nerves was beginning to take toll—and he was no fit man when in 1933 he set out on his second attempt to beat Mollison's time. On this flight he several times retained consciousness and self-control only by an enormous effort, but he achieved his ambition, completing the journey in the remarkable time of 7 days 4 hours—a performance which seemed unsurpassable until H.F. Broadbent set up the time of 6 days 21 hours in November 1935, the month in which Kingsford-Smith was lost.

Mr. Rawson has compiled a vivid biography from written or dictated material which Kingsford-Smith supplied in ample detail. Even through this veil, the character of the man is distinct and commanding. The incidents of each flight have been minutely recorded and make an exciting narrative. We groundlings, who understand nothing of a great flight except its success or failure, are

given some insight in these pages into the anxieties which beset the airman relentlessly—the nightmare of "flying blind" in thick weather; the pitiless deluges of rain; the thunderstorms which turn the machine into a super-charged electrode; the ice which suddenly adds half a ton to an already heavily weighted machine; the fog which blots out land and sea and paralyses navigation; and the infinite vigilance and resource which are demanded by an endless variety of mechanical irregularities. One experience in the Tasman Sea will serve to illustrate an aviator's problems. "All round us Nature was waging a terrific warfare, in which she seemed bent on our destruction. Our instruments, on which we implicitly relied, had played us false. Below us was a roaring main. Above and around us was a roaring storm. The 'Southern Cross' was encrusted with ice; our radio had failed; and we were alone in the midst of the deserted Tasman Sea. It was pitch-black; we could see nothing, hear nothing. We did not know where we were. I think that night I touched the extreme of human fear." True it is that only the brave can know what fear really is.



IMPERIAL AIRWAYS' AMPHIBIAN "CAVALIER" ARRIVES IN BERMUDA: TOWING THE HULL (EQUIPPED WITH TEMPORARY FLOATS) FROM THE NAVAL DOCKYARD TO THE DARRELL'S ISLAND BASE, WHERE THE MACHINE IS BEING ASSEMBLED.

Our readers will recall that we published in our issue dated December 12 a photograph of the "Cavalier" being shipped at the Royal Albert Docks Basin for Bermuda. She has been selected to operate the Bermuda-New York air service in conjunction with a machine belonging to Pan-American Airways.

indestructible and indefatigable. "She has been flown round the world about its greatest circumference—across the Equator—she had carried an Australian airman over Arctic seas before she came into my possession, and she carried me and my companions across the Pacific, across Australia, across the Atlantic, across the American continent, and across the Tasman Sea several times. . . . No matter what the severity of the tests imposed on her, she came through them all. She braved gales, fogs, blizzards, sandstorms and rainstorms; she carried embarrassingly heavy loads; she was driven to the bitter limit, and she was flown over four continents and three oceans, and over some very treacherous seas." She made forced landings in some of the most desolate spots on earth, and once she escaped only by a miracle from disaster in the Tasman Sea. And her loyalty even went so far that, at her master's

Undeterred, he made a second and successful attempt, in the same year, on the flight to England, and set up a new "record" by a non-stop "hop" from Australia to Singapore in 19 hours. His next spectacular performance was in 1930, when he took the reconditioned "Southern Cross" over the Atlantic in 31½ hours, in spite of heavy fog during a great part of the journey. No rest for the "ace," however! Hinkler had flown solo from England to Australia in 15½ days, and his performance must now be beaten. In "Southern Cross Junior," in October 1930, Kingsford-Smith covered the distance of 10,070 miles in a little under ten days—perhaps his most remarkable performance up to that time.

In spite of these resounding successes, Kingsford-Smith's luck now began to desert him, and he never quite recovered it. One of his company's passenger 'planes crashed with serious loss of life, and this, combined with the depression, gravely impaired his finances. He was reduced to touring Australia and New Zealand with a "circus" and carrying thousands of passengers for joy-rides in "Southern Cross." When he was preparing for his last record-breaking flight

\* "My Flying Life." An Authentic Biography Prepared Under the Personal Supervision of and from the Diaries and Papers of the Late Sir Charles Kingsford-Smith. With a Preface by Geoffrey Rawson. (Andrew Melrose; 16s.)



A GEM OF EIGHTEENTH-CENTURY CHILD PORTRAITURE: "LORD GEORGE SEYMOUR,"  
BY SIR JOSHUA REYNOLDS, P.R.A., A PAINTING INCLUDED IN THE REYNOLDS EXHIBITION.

This delightful picture is included in the exhibition of works by Sir Joshua Reynolds at Sir Philip Sassoon's house, 45, Park Lane, in aid of the Royal Northern Hospital. The painting of Lord George Seymour is regarded as one of Reynolds' masterpieces, one in which his unsurpassed theoretical knowledge of the Old Masters has been exquisitely carried out in practice. The colouring of the dress reminds one forcibly of Velasquez, whilst the boy's head is analogous to portraits by Rubens. Lord George Seymour was the seventh son of Francis,

first Marquis of Hertford, and was born in 1763. Reynolds records painting the boy in 1770, and he received the sum of thirty-five guineas in payment on November 12, 1770. The portrait was engraved in mezzotint by E. Fisher in the following year. This painting has only once before been exhibited in London, having been shown at the Grosvenor Galleries in 1884. The portrait of Lord George's sister, Lady Elizabeth Seymour, also by Reynolds, is in the Wallace Collection, which, as our readers know, was formerly the town house of the Hertford family.

REPRODUCED BY KIND PERMISSION OF THE TRUSTEES OF THE RAGLEY ESTATE.

## The Lure of Egypt: Colour and Enchantment in the Ancient Land of the Pharaohs.



SUNSET OVER THE PYRAMIDS: EGYPT'S MOST CELEBRATED MONUMENTS SEEN REFLECTED IN THE WATERS OF THE NILE AMID THE SPLENDOR OF THE DYING DAY.

EGYPT has always been a land of enchantment, not only for its historical associations and its world-famous monuments of antiquity, but also for the picturesque character of its native life, and, above all perhaps, for the grandeur of its unique landscape and the wonderful colour effects in the valley of the Nile. Nowadays, Egypt has an ever-increasing attraction for the travelling public, and especially for British visitors since the recent Anglo-Egyptian Treaty inaugurated a new era of cordiality in the relations between the two countries. The Prime Minister of Egypt, Natas Pasha, recently spoke of "the friendly spirit towards Great Britain which now reigns among all classes of Egyptians since the conclusion of the Treaty." This feeling is reciprocated, and the knowledge of its existence enormously enhances the traveller's enjoyment. Here we illustrate, in particular, the incomparable beauty of Egyptian sunsets, as well as a sunrise and a Nile scene by "the light of common day." These aspects of the country naturally appeal to the eye of an artist, and no better appreciation of them could be found than that expressed by a well-known painter (now, unhappily, no longer with us), namely, "Egypt Painted and Described," by R. Talbot Kelly (A. and C. Black). Though recorded some years ago, the author's rendering, by brush or pen, of the lovely atmospheric effects to be seen in Egypt still remain as true to-day,

*(continued opposite.)*



THE GLOW OF SUNSET OVER THE NILE: A PHASE OF THE WONDERFUL COLOUR CHANGES UNSURPASSED FOR BEAUTY IN ANY OTHER REGION OF THE WORLD.



ON THE NILE AT ASWAN, THE FRONTIER TOWN NEAR THE FIRST CATARACT: A PICTURESQUE GROUP OF RIVER CRAFT MOORED BESIDE THE BANK.



"THE CLOUDS THAT GATHER ROUND THE SETTING SUN": A BEAUTIFUL EFFECT OF LIGHT AND SHADOW AT ESNA (58 MILES ABOVE LUXOR) WITH ITS TEMPLE OF KHNUM.

the sky beyond, but after an interval of twenty minutes or so a second glow slowly appears upon the hills, and, gradually growing in intensity, eventually illuminates everything in a rosy light, almost as brilliant as the sun itself, but more ethereal and mysterious. This again gives place to the purple mistiness of night, or the ghostly whiteness of the moonshine. Effects and scenes such as these constitute what people come to see, and probably nowhere but in the Nile Valley is such a succession of wonders. Words and pictures equally fail to describe adequately such beauty; it must be seen to be fully appreciated. Your journey, however, does not entirely consist of nature-poems, such as I have attempted to describe."

NATURAL-COLOUR PHOTOGRAPHS BY GERVIS-COURTELLEMONT. (COPYRIGHT RESERVED.)

## Old Nile in "the Light of Setting Suns"; and in Changing Hues of Dawn or Noon.



SUNRISE ON THE NILE: A VIEW NEAR ASWAN AND THE FIRST CATARACT, AT A POINT WHERE A BEND IN THE RIVER DISCLOSES THE PALM-GROVES OF ELEPHANTINE.

of course, as when his work appeared. Thus, for example, describing the constantly varying beauty of the mountains beside the Nile at different hours of the day, he writes: "Notice the slow changing of their coloration as the light varies. Clear and sharp against the blue sky at mid-day, every serration and stratification is clearly defined. Each horizontal layer holds a little drift-sand or disintegrated rock which adds to the range of local colour. . . . The day passes, and the declining sun warms the colour of the whole, losing at the same time much of the sharp detail of mid-day, while long-drawn reflections repeat the ruddy-tinted hills in a limpid mirror of *eau-de-Nil*. Sunset comes, and the shaded banks, crested with verdure, are relieved strongly by the now-glowing mass of rock beyond, against which idle sails, hanging in graceful folds from the spars, appear a delicate violet. The boats' crews, plying crookedly-built sweeps with intermittent stroke, propel their vessels sleepily to the accompaniment of the 'darabooka' and the weird singing of a super-cargo. Otherwise the river is silent, and pelican and ibis fish undisturbed in the shallows, or contentedly plume themselves on the slowly-appearing mud-banks. At the same time, the purple earth-shadow climbs the mellow eastern sky, until on the final disappearance of the sun begins the most wonderful transfiguration of all. For a short time everything is grey against

*(Continued below.)*



GLORIES OF THE AFTER-GLOW: THE FADING COLOURS OF SUNSET COMBINE WITH THE PURPLE SHADOWS OF THE HILLS BESIDE THE NILE TO MAKE A MAGNIFICENT EGYPTIAN TWILIGHT.



It is a significant fact . . . to be noted especially by motorists . . . that, for the sake of safety in public transport, DUNLOP TYRES are almost universally specified and are fitted to the vast majority of public conveyances on the road.

In like manner the new standard of hygienic luxury and comfort in coach and omnibus is mainly due to DUNLOPILLO Cushioning.

# THE FALL OF MALAGA: THE LOST GOVERNMENT STRONGHOLD IN THE SOUTH.



MALAGA IN THE HANDS OF GENERAL FRANCO'S FORCES: A PICTORIAL MAP OF THE GREAT SOUTHERN SPANISH CITY, A STRONGHOLD OF LEFT-WING SYMPATHISERS, WHICH THE ATTACKERS CLAIM TO HAVE ENTERED PRACTICALLY UNOPPOSED; LOOKING NORTHWARDS, WITH THE MOUNTAINOUS REGION BEHIND IT.—[Drawn by G. F. Morrell].



MALAGA LOOKING WESTWARDS—THE DIRECTION FROM WHICH GENERAL FRANCO'S FORCES ADVANCED: A VIEW OF THE CITY FROM THE RUINS OF THE OLD MOORISH CASTLE OF THE ALCAZABA; SHOWING THE PLAIN BACKED BY THE SIERRA DE MIJAS, FROM WHICH THE GOVERNMENT FORCES WERE DRIVEN; THE TOWER OF THE CATHEDRAL IN THE FOREGROUND, AND A CORNER OF THE BAY ON THE EXTREME LEFT.

The Spanish Government News Agency admitted the fall of Malaga on February 8. Its official report stated that the defenders, after a three-day battle, evacuated the town by order of the Republican higher command; and it alleged that over 20,000 Italian volunteers, several thousand German Reichswehr soldiers, and Moors were in the attack, as well as 22 batteries of heavy artillery and 100 Italian tanks. Further, it accused the German battleship "Graf Spee" of acting as headquarters for the insurgent naval operations. The Republican troops were said to have retired in good

order, taking all supplies and material with them. Statements from the insurgent side, however, alleged that the militia retreated in panic without even attempting to blow up roads and bridges, and that the insurgent columns occupied the city almost without firing a shot. It was also stated that large numbers of prisoners were captured between Marbella and Malaga, and that most of the Government leaders at Malaga had been taken. Between Fuengirola and Malaga, General Franco's authorities said, they had captured enormous quantities of arms and ammunition.



RUINS OF A SMALL COUNTRY TOWN IN THE PROVINCE OF MADRID: THE "ABOMINATION OF DESOLATION" THAT RESULTS FROM MODERN WARFARE.



IN A CHURCH IN THE TOLEDO FRONT: A TRAGIC SCENE DEPICTED BY AN ADHERENT OF GENERAL FRANCO, SHOWING A FLOOR-BOX ROBBED, AND AN INSCRIPTION, "VIVA RUSSIA."

These dramatic drawings by a noted Spanish artist, who, we may recall, contributed some remarkable coloured illustrations to one of our Christmas Numbers a few years ago, give a striking impression of the Civil War in Spain as it presents itself to an adherent of General Franco. "His party," says a writer in the

## THE CIVIL WAR IN SPAIN AS SEEN TYPES AND TRAGEDIES PORTRAYED BY A NOTED



DEFENDERS OF A VILLAGE NEAR HUESCA UNDER ATTACK BY GOVERNMENT FORCES: MEN FIRING FROM A CHURCH BELFRY WHILE A WOMAN LOADS THEIR RIFLES.



A LETTER FROM THE FRONT WITH ILL NEWS AND PATHETIC RELICS OF THE DEAD: ONE OF THE COUNTLESS DOMESTIC TRAGEDIES OF THE CIVIL WAR.

"Observer." Mr. Nigel Tangye, after a 3000-mile tour of Nationalist territory in Spain, "consists of the Requete, an old Carlist military organisation; the Falange, recently formed under the shot Primo de Rivera (son of the Dictator), and Fascist with a trace of Left; the Catholic Action Party; the Grandees; and the Church.

## WITH THE EYES OF A NATIONALIST: SPANISH ARTIST WITH GENERAL FRANCO'S FORCES.



"LES MARGUERITES": MILITIA-WOMEN OF THE REQUETE (A CARLIST MILITARY ORGANISATION) WITH A BANNER INSCRIBED "GOD, COUNTRY AND KING."



THE SPANISH EQUIVALENT OF A FASCIST: A MEMBER OF THE FALANGE ESPAÑOLA, A VOLUNTEER FORCE OF THE J.O.N.S. (JEUNESSE OUVRIÈRE NATIONALE SYNDICALISTE).

All have slightly different ideals, but they are sufficiently similar for one to believe that they will remain united." Another British correspondent in Spain, discussing General Franco's aims and prospects recently in "The Times," stated: "Though dependent for the moment on Fascist assistance, he is not a Fascist. Franco has



ONE OF THE LEADERS OF GENERAL FRANCO'S AIR FORCES: THE MARQUIS DEL ORIA, COMMANDING THE AERODROMES OF THE ARMY OF THE NORTH.



WITH GENERAL FRANCO'S ARTILLERY ON THE MADRID FRONT IN SNOWY WEATHER: A TYPICAL GUNNER OF THE REQUETE IN WINTER DRESS.

not and never has had the slightest intention of ceding Spanish territory to any foreign Power. He represents the Spaniards who are fighting for a National Spain. The Government represents the Spaniards who want to modernise Spain at the cost of all its traditions."—[FROM THE DRAWINGS BY CARLOS S. DE TEJADA.]

## PERSONALITIES OF THE WEEK: PEOPLE IN THE PUBLIC EYE.



**MISS CECILIA COLLEDGE.**

Won the European Women's Figure Skating Championship at Prague on February 6. Last year was runner-up in the European Championship in Berlin and also in the Olympic Games Ladies' Figure Skating Competition.



**MR. R. GRANT-FERRIS.**

Mr. R. Grant-Ferris, the Unionist candidate, was elected M.P. for North St. Pancras in the by-election on February 4. He had a majority (after a recount) of 268 over his Labour opponent, Mr. H. M. Tibbles.



**THE DUKE OF WINDSOR VISITED BY HIS SISTER: THE EARL OF HAREWOOD, THE PRINCESS ROYAL, AND THE DUKE AT THE STATION IN VIENNA.**

The Princess Royal and her husband, the Earl of Harewood, recently left London to visit the Duke of Windsor at Castle Enzesfeld. They were met at the station in Vienna by the Duke and, although the arrangements for their reception were completely informal, as the visit is of a purely family nature, a crowd gathered and cheered the royal party as they emerged. The next day they drove to Vienna and visited the Schoenbrunn Palace.



**MR. H. C. SEPPINGS WRIGHT.**

The famous war correspondent. Died February 7. He represented "The Illustrated London News" as artist in many campaigns in Africa and in the Balkans and the Far East. During the Great War he was in France, Belgium, and Russia.



**H.E. AHMED SEDDIK BEY, C.B.E.**

As Director-General of the Egyptian State Tourist Bureau, is devising a scheme whereby sportsmen visiting Egypt will be offered opportunities of enjoying their favourite sport under a unique State system of control.



**SIR ERIC PHIPPS.**

Sir Eric Phipps, the British Ambassador in Berlin, is succeeding Sir George Clerk as Ambassador in Paris. Sir George Clerk, who is retiring, has been at Paris since 1934. Sir George is sixty-three, and Sir Eric Phipps is sixty-one. Much of Sir Eric's diplomatic career has been spent in Paris.



**SIR NEVILLE M. HENDERSON.**

It was learnt recently that Sir Neville M. Henderson, British Ambassador to the Argentine since 1935, would succeed Sir Eric Phipps at Berlin. Sir Neville was Third Secretary at St. Petersburg in 1905, and has served in Tokyo, Rome, Paris, Stamboul, Cairo, and Belgrade.



**QUEEN MARY'S FIRST PUBLIC APPEARANCE SINCE THE DEATH OF KING GEORGE V.: H.M. AT THE PREMIERE OF "DREAMING LIPS."**

Queen Mary made what was, in fact, her first public appearance since the death of King George V. when she saw the charity premiere of the Elisabeth Bergner film, "Dreaming Lips," on February 2. Her Majesty also attended the first showing of another film later in the week. This was "The Great Barrier," which deals with the building of the Canadian Pacific Railway, and was made by Gaumont-British.



**SIR H. MALLABY-DEELEY, BT.**

Well-known financier and sponsor of mass-production tailoring. Died February 5; aged seventy-three. In 1913 purchased the Duke of Bedford's Covent Garden estate. He was Conservative M.P. for Harrow, 1910-18; and for East Willesden, 1918-22.



**MR. ELIHU ROOT.**

The veteran American statesman. Died February 6; aged ninety-one. Secretary for War, 1899; and Secretary of State, 1905. As a great international jurist, was a member of the committee which revised the statutes of the Permanent Court of International Justice (1929).



**THE DISASTER TO THE "DAILY EXPRESS" SPECIAL AEROPLANE: MAJOR PEMBERTON, MR. JACKSON, AND MR. PHILPOTT (L. TO R.), THREE OF THOSE KILLED.**

Four men lost their lives when a "Daily Express" special aeroplane crashed in bad weather near Newton Stewart, Wigtownshire. They were Major Harold Pemberton, the "Daily Express" special correspondent; Mr. R. C. Wesley, a photographer; Mr. L. Jackson, the pilot; and Mr. T. H. Philpott, a radio expert. They were engaged on a survey of the new air routes suggested in the Maybury Report. The search for the missing machine lasted several days.



**SIGNOR MUSSOLINI'S ELDEST SON MARRIED: LIEUT. VITTORIO MUSSOLINI AND HIS BRIDE BETWEEN THE RAISED DAGGERS OF A GUARD OF "MUSSOLINI MUSKETEERS."**

Lieutenant Vittorio Mussolini, the eldest son of Signor Mussolini, was married to Signorina Orsola Buvoli in Rome on February 6. King Victor Emmanuel and Queen Elena sent congratulatory telegrams; and messages were also received from Herr Hitler, Dr. Schuschnigg, and many other distinguished persons. The wedding gifts included Gabriele D'Annunzio's golden pilot's ring, presented by the poet himself, who also sent a ring with the Italian national colours to the bride.

# THE REYNOLDS EXHIBITION HELD AT SIR PHILIP SASSOON'S.



"MISS THEOPHILA PALMER (1756-1848) READING 'CLARISSA HARLOWE.'" (Size: 29½ by 24½ ins.)  
Lent by the Dowager Lady Hillingdon and Lord Hillingdon.

# CHARACTERISTIC PORTRAITS TO BE SEEN AT 45, PARK LANE.



3. "MISS GRACE GODDARD." (1735-1800.)  
(Painted, 1740 [family tradition]. 48½ by 39 ins.)  
Lent by Lieutenant Sir Michael Culme-Seymour, Bt., R.N.

1. "THE HON. FRANCES HARRIS." (1784-1847.)  
(Sitting, 1789. Exhibited R.A., 1790. Size: 55½ by 44 ins.)—[Lent by C. O. Miniger, Esq.]



4. "LADY NORTH" (D. 1797).  
(Sitting, 1757. Size: 30 by 24½ ins.)  
Lent by the Rt. Hon. Sir Philip Sassoon, Bt., M.P.



5. "CARICATURE OF FOUR GENTLEMEN."  
(One of 5 or 6 caricature groups painted in 1751.  
23½ by 18 ins.)—[Lent by Julian G. Lousada, Esq.]



6. "AUGUSTUS JOHN, 3RD EARL OF BRISTOL."  
(Sitting, 1762. Size: 50 by 40 ins.)—[Lent by the Mayor, Aldermen, and Burgesses of the Borough of Bury St. Edmunds.]



7. "DR. JOHN MUDGE, F.R.S." (1721-1793.)  
(1 of 2 portraits painted at end of 1752. 30 by 25 ins.)  
Lent by Brig.-Gen. Arthur Mudge, C.B., C.M.G.



8. "LAURENCE STERNE." (1713-1768.)  
(Signed and dated, 1760. Size: 49 by 39½ ins.)  
Lent by the Marchioness of Lansdowne.



9. "SELF PORTRAIT." (1723-1792.)  
(Possibly painted in 1750. 30 by 25 ins.)  
Lent by the Rt. Hon. the Marquess of Crewe, K.G.

The Sir Joshua Reynolds Loan Exhibition, at 45, Park Lane, in aid of the Royal Northern Hospital, was opened on February 9 and will continue until March 23 (inclusive). It will be recalled that Reynolds (1723-1792) was intended for the medical profession, but turned to portrait painting at an early age. He went to London in 1740, but returned to Plymouth two years afterwards. From 1744 to 1746 he was again in London, but his father's death compelled him to return once

more. In 1749 Admiral Keppel took him to the Mediterranean in the "Centurion" and, after a short stay at Minorca, the artist went to Rome, where he lived for two years. In 1752 he left Italy and went back to London once more. He quickly became popular and embarked on his successful career as a fashionable portrait painter. On the foundation of the Royal Academy in 1768 he became its first President and he received his knighthood in the following year.

## A PAGE FOR COLLECTORS.

### THE REYNOLDS EXHIBITION AT 45, PARK LANE.

By FRANK DAVIS.



PASSING through Leicester Square on my way back from yet another superlatively good exhibition arranged by Sir Philip Sassoon on behalf

This show at Sir Philip Sassoon's contains a wonderful selection of his pictures. Reynolds is not so various as Gainsborough, to whom last year's exhibition was devoted, and on no single occasion can he be accused of writing—or attempting to write—poetry, but his prose is beyond compare. No doubt about it, as his pupil, James Northcote, wrote, he determined to make every fresh portrait better than the last; even his characteristic mannerisms are those of the sedate and learned scholar of the arts rather than of the man who paints because his *Dæmon* insists upon it.

I don't pretend to know what general opinion has to say about him to-day (each generation has to find its own valuation of any artist), but one thing struck me very forcibly as I walked round—that he was much happier painting his own acquaintances than the fashionable, and in some cases genuinely distinguished, crowd which flocked to his studio. There is one picture which is extraordinarily revealing—that of the Roffey family (Fig. 17), friends of his and people of no great pretensions; here is the first President of the Royal Academy almost forgetting the tricks he had learnt from the Venetians and sitting down to paint, not as a distinguished man of the world, but as *un bon bourgeois* in his shirt-sleeves. Compared to these amiable people, the stately ladies of his large compositions are well-bred but a trifle vacuous: one has an uneasy feeling that conversation with them would be difficult: manners in this case maketh manikins (or should it be mannequins?). Not so his children, who are mostly delicious. Can you not see the bachelor uncle Joshua forgetting he is a Knight and P.R.A., forgetting even those theories of art he expounded in such well-balanced sentences in his Royal Academy lectures and actually bubbling over with fun?—e.g., the group of the Melbourne children (Fig. 11) and the little boy of the colour-plate. Then lead him to a man of intellectual distinction, such as Laurence Sterne (Fig. 8), whose language he understands; and what a sensitive portrait he can make!—upon such a painting as this, it seems to me, does his real, his lasting claim upon our admiration rest.

To many visitors the examples from the painter's early years will be of more

interest than those produced when he was a famous man: pictures such as the self-portrait of 1750, when he was twenty-seven (Fig. 9), which stands comparison with the famous R.A. self-portrait as a D.C.L. of Oxford. There are even curiosities, such as the seascape (Fig. 16) which Reynolds is said to have done for his friend Dr. Mudge (he was so dissatisfied with it that he never made another attempt), and one or two caricatures painted at Rome in 1751. Mr. Woodyear, of Yorkshire, is improving his



10. "ELIZABETH, DUCHESS OF BUCCLEUCH, AND HER DAUGHTER, LADY MARY SCOTT": A SKETCH FOR THE BIG PICTURE ALSO EXHIBITED.

Lent by His Grace the Duke of Buccleuch.

Lady Elizabeth Montagu (1743-1827), daughter and heiress of the last Duke of Montagu, married the third Duke of Buccleuch in 1767. Lady Mary Scott (1769-1823) married the third Earl of Courtown in 1791. (Sitting, 1772. Size, 8½ x 5½ ins.)

of the Royal Northern Hospital, I looked up at the windows of Sir Joshua's old house, and thought, a trifle sentimentally, of all the great and the near great who once came to sit in his painting-room and whose portraits I had seen only half an hour previously. Then my eye fell upon an old, bearded man half-asleep upon one of the benches in the garden; his eyes were half-shut, so that I had to imagine the eagle-glance (if any), but he had the features of a minor, not to say of a major, Hebrew prophet. And I suddenly thought that if Rembrandt had lived in the house across the road he would have rushed over and dragged him in and made a King Saul out of him, and thus brought immortality of a sort to a person of no importance whatever; but that Reynolds, urbane and tactful and perpetually good-humoured, would merely have looked at him with philosophic detachment, if not with distaste. All of which merely goes to show that the young man from Plympton who came and saw and conquered in London had qualities of character and temperament exactly suited to his chosen career. It was not that he was insensitive: he was so brimful of good sense and so devoid of passion that he really could bestride his world like a colossus—because that world was indubitably narrow.



12. "GEORGIANA, COUNTESS SPENCER (1737-1814), AND HER DAUGHTER, LADY GEORGIANA SPENCER (1757-1806)."

Lent by the Earl Spencer.

Margaret Georgiana Poyntz, the wife of John, first Earl Spencer, was Sir Joshua's constant friend. (Sittings, 1761. Size, 48½ x 45 ins.)



11. "CHILDREN OF THE FIRST VISCOUNT MELBOURNE."

Lent by the Lady Desborough.

The Hon. Peniston, William, and Frederick James Lamb, children of Peniston, first Viscount Melbourne. The second child succeeded and became the famous Prime Minister. (Presumably painted in 1785. Size, 94 x 57½ ins.)

Reproductions from the Paintings in the Reynolds Exhibition by Courtesy of the Owners. (Copyrights Reserved.)

mind by the Grand Tour. His tutor, the Rev. Dr. Drake, is playing the flute, Mr. Cooke, of Bedford Square, the 'cello, while Sir Charles Turner puts his fingers to his ears (Fig. 5). Two other very early portraits must be mentioned—the little girl of Fig. 3, said by family tradition to have been painted in 1740 (not everyone would jump to the fact that this was by Sir Joshua if it turned up in a sale-room without a name), and the portrait of Dr. John Mudge (Fig. 7), painted in 1752—the beloved physician of Plymouth, which is still in the possession of his descendants.

Reynolds left very few drawings behind him (he collected Old Master drawings with enthusiasm, but was no great draughtsman himself), and of those in the exhibition one is especially pleased to see the original design for the figure of "Charity" (Fig. 13) in the west window of New College Chapel. A little sketch for the big picture of the Duchess of Buccleuch and her daughter (Fig. 10) shows to perfection the great man at work and thinking.

I understand that last year the Gainsborough Exhibition resulted in a cheque for £9000 being sent to the Royal Northern Hospital. Coronation Year should produce even better figures: certainly the exhibition deserves them.

## THE REYNOLDS EXHIBITION: THE ARTIST IN FAMILIAR AND MUCH LESS FAMILIAR MOOD.



13. "CHARITY": DRAWING FOR THE FIGURE IN THE WEST WINDOW OF THE CHAPEL AT NEW COLLEGE, OXFORD.  
(Size: 24½ by 20 ins.)—[Lent by the Warden and Fellows of New College, Oxford.]



14. "JOHN, LORD BURGHESH." (1784-1859.)  
(Sat, 1787. Size: 50 by 40 ins.)—[Lent by the Earl of Jersey.]

The Loan Exhibition at 45, Park Lane is not confined to Reynolds' work as a portrait painter, for a seascape and a landscape are on view; as well as his drawing for the figure of "Charity." The portrait of John, Lord Burghersh was exhibited at the Royal Academy in 1787. The sitter was afterwards the eleventh Earl of Westmorland and was eminent as a soldier and diplomatist. His sister was Sarah, Countess of Jersey. This portrait was painted for his grandmother and



15. "THE THAMES FROM RICHMOND HILL."  
(Painted in 1788. Size: 27 by 35½ ins.)—[Lent by the Lord Northbrook.]



16. "SEASCAPE."  
(Size: 21 by 39½ ins.)—[Lent by Brig.-Gen. Arthur Mudge, C.B., C.M.G.]



17. "THE ROFFEY FAMILY."  
(Sittings, 1765 and 1766. Size: 59 by 74 ins.)—[Lent by Major W. S. Gosling.]

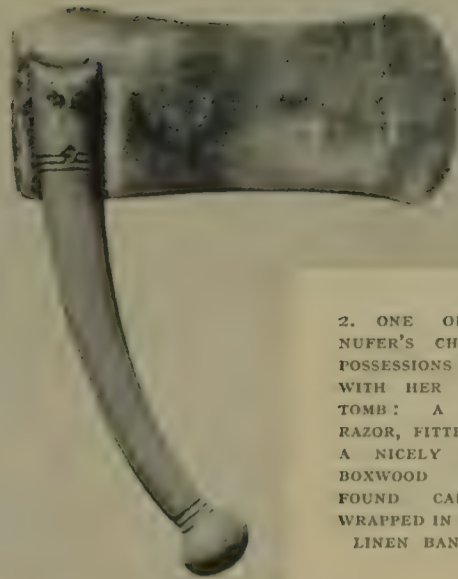
hung at the Academy as the pendant to the "Master Philip Yorke" at Kenwood.—  
"The Thames from Richmond Hill" is one of Sir Joshua's very few landscapes. It was engraved in 1788 as "View from Sir Joshua Reynolds' House, Richmond Hill."—Tradition relates that Reynolds surprised his friend Dr. Mudge attempting to paint a shipwreck and offered his help. "Seascape" was the result, but Reynolds was so dissatisfied with it that he never tried another.

## STRANGE DISCOVERIES IN AN ANCIENT EGYPTIAN TOMB:

A POOR MAN WITH A RICH WIFE; AND SIX YOUNG PEOPLE WHO DIED PREMATURELY; ALL BURIED TOGETHER, IN 1494 B.C.



1. "FOR RICHER, FOR POORER"! THE HANDSOME COFFIN OF HAT-NUFER, A WEALTHY WOMAN, AND (BEYOND IT) THE SMALLER, PLAINER ONE OF HER IMPECUNIOUS HUSBAND, RA-MOSE, BOTH PALL-COVERED, SIDE BY SIDE IN THEIR INTACT TOMB, IN THE HILL OF SHEIKH ABD EL KURNEH, AFTER 3000 YEARS.



2. ONE OF HAT-NUFER'S CHERISHED POSSESSIONS BURIED WITH HER IN THE TOMB: A BRONZE RAZOR, FITTED WITH A NICELY CARVED BOXWOOD HANDLE, FOUND CAREFULLY WRAPPED IN NARROW LINEN BANDAGES.

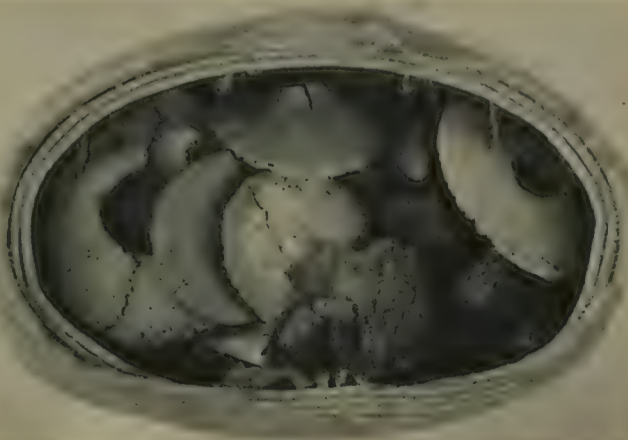


3. HAT-NUFER'S SILVER WINE SERVICE, FOUND WITH HER RAZOR: A BOWL AND TWO SMALL PITCHERS, WHOSE HANDLES BOTH END IN THE FORM OF A LILY.



4. BEFORE REMOVAL OF THE SHROUD INSCRIBED WITH SPELLS RECITED BY "THE HONOURED ONE, HAT-NUFER" (NICKNAMED "TJU-TJU"): THE MUMMY OF HAT-NUFER IN HER COFFIN.

EXCEPTIONALLY interesting discoveries were made during the thirtieth season's work of the Egyptian Expedition of the Metropolitan Museum, New York, as described in a recent issue of its "Bulletin." While excavating at the tomb of Sen-Mut (the usurping Queen Hatshepsut's favoured architect and chief-of-works) they found a small intact tomb, which proved to be that of his parents, Ra-mose and Hat-nufer. Sen-Mut was a self-made man, and his father, Ra-mose, was a person of no distinction, judging by the mean conditions of his burial. His coffin bore no title and contained nothing but the mummy. On the other hand, his wife, Hat-nufer, rested beside him in a comparatively sumptuous coffin with funerary deposits. "Clearly [says the Expedition's report] the style with which an ancient Egyptian was buried depended on his own state of prosperity at the time of his death rather than upon the filial piety of his children. Ra-mose was evidently not only an insignificant man but also an exceptionally poor man. Hat-nufer's burial was another story. Sen-Mut's mother was clearly a lady of means, and the fact that she was able to maintain her right of possession independent of her husband is an interesting commentary on the position and privileges of women in ancient Egypt. . . . Her shroud of fine linen is inscribed with 51 vertical columns of cursive hieroglyphic, comprising two spells, or 'chapters,' from the Book of the Dead. Both spells are recited here by 'the honoured one, Hat-nufer, the deceased,' who, we now learned, was called 'Tju-tju' for short—a nickname by which she was probably known among her friends." In the tomb also were two plain rectangular wooden coffins, one containing the remains of two young women and two children, and the other a third woman and an infant—all un-named. Regarding them the report states: "That eight persons of the same family or group should have died so nearly at the same time that they could be buried together on one occasion is certainly extraordinary. . . . Ra-mose and Hat-nufer appear to have been of about the same advanced age and might well have died at about the same time. . . . All the occupants of the rectangular coffins, as their youth shows, came to premature ends."



5. BREAD AND FRUITS OVER 3000 YEARS OLD: A BASKET FROM THE TOMB PACKED WITH LOAVES, DATES AND RAISINS IN THREE SMALL POTTERY DISHES, AND LUMPS OF BLACK MATTER ALSO CONTAINING RAISINS.



6. AFTER REMOVAL OF THE INSCRIBED SHROUD: HAT-NUFER'S MUMMY, WITH FUNERARY MASK OF STUCCO-COATED LINEN COVERED WITH GOLD FOIL, AND INLAID EYES.

# This England . . .



*St. Cross, Winchester, where the weary traveller may still ask and receive a crust of bread and a sup of beer.*



**H**OW easy it is in this England to step aside into some small pool of history, to be lapped awhile in the healing peace of a rich, still-living past. For this people — more perhaps than any other — carries tradition and old usage into its daily life . . . in places as in habits, in great things as in small. Thus do you have an ale such as Worthington remaining unchanged through the centuries—because it is brewed in a manner so long ago found worthy of continuance.

# The World of the Theatre.

By IVOR BROWN.

## TIME AND THE MEN.

NOT long ago I had the honour to speak to the toast of "Leslie Henson" at a dinner of the O.P. Club, given to celebrate the twenty-five years of triumph which that magnificent droll has enjoyed on the English stage. Well, a quarter of a century does not seem a very long



"HOME AND BEAUTY," AT THE ADELPHI: GITTA ALPAR AS JULIKA KADAR, A PRIMA DONNA FROM HUNGARY, ARMED WITH A LOOFER AND IN QUARRELSOME MOOD.

Mr. Cochran's Coronation Year revue, "Home and Beauty," by A. P. Herbert, revolves around a country house-party at Mulberry Moat. Gitta Alpar has many opportunities of displaying the qualities of a voice that is well worth hearing, and Nelson Keys and Binnie Hale represent a number of characters as diverse as they are funny. Towards the end these two give a series of brilliant impersonations.

time, and we have gentler notions of time than had the Elizabethans, who went to Oxford or Cambridge at fourteen, were Masters of the Horse or Admirals of the Fleet at nineteen, and were deemed too old at thirty; at any rate, at forty they tended to regard themselves as wrinkled ruins. "When forty winters have besieged my brow" . . . It sounds like surrender. Only a man of eighty would talk like that now: and not all men of eighty. Certainly not G. B. S.!

If we in the audience are as old as we feel, the actor is as old as he or she performs. If Miss Marie Tempest, with her glorious jubilee well over, continues to pass for whatever age her part demands, then she is that age. If Mr. Henson continues to perform with as much vivacity as he displayed when he stormed the town twenty years ago in "To-night's the Night," then he is the age that he looks, the age that makes us laugh. The infallible Mr. John Parker informs me in "Who's Who in the Theatre" that Mr. Henson is of an age which would have been regarded by an Elizabethan as verging upon dotage. The actual age seems young enough to me, because I share it myself. Mr. Henson proves my opinion to be true by the youthfulness of his performances. I am the more grateful.

But the fact remains that the four "young men" who can always be relied on to carry an ordinary musical comedy—a condition which excludes Mr. Coward and Mr. Novello—learned their job before the war. That is to say, they are now forty and up, and they are still the best juveniles we have. I refer to Mr. Leslie Henson, Mr. Jack Buchanan, Mr. Bobby Howes, and Mr. Stanley Lupino. Their situation is established and assured. They can reign as long as they feel like it. Where are the young men who might be pushing them out? Of course, if a distinguished foreigner arrives, say another Fred Astaire, he could easily join the top-notchers. But how scarce are young English "stars"—that is to say, real "stars," who can fill a house, and not the three-a-penny "stars" whose claim to that title is simple, being only that put forward by their own publicity agents. The matter is so strange that it needs some investigation.

In the first place, of course, there is the competition of the films. Youth and good looks, an easy, agile manner, and a good "camera face" were never such a sure

passport to a swift prosperity as they are to-day. Although there have been certain financial crises in the picture industry, and money is not flowing as it was, there is still hot competition to buy up young players who have in any way made a mark. That is to say, the theatre finds and trains talent, which the richer industry of the pictures then purchases, often at absurdly high prices, in order to defeat in competition (and perhaps to ruin) the very theatre which provides the human raw material of the film's success. That is a most unjust situation. Those cinema-directors who can see beyond their noses must realise that the theatre is far more of a colleague than a competitor. If they destroy it, they lose their best provider of already trained men.

But let that pass. The more important point is that the diminution, if not the abolition, of touring companies has dried up the chief source of recruitment for the London stage. In his speech to the O.P. Club, Mr. Henson reminded us of the No. 2 and No. 3 towns in which he performed,



IN THE KITCHEN AT MULBERRY MOAT, IN "HOME AND BEAUTY": ANNIE (BINNIE HALE) AND THE PLUMBER (NELSON KEYS) ENJOY "A NICE CUP OF TEA."

moving from one market-town to another in a version of a popular West End success. It was a hard life, and a severe but successful training. Now all the theatres which took these companies have become cinemas. Musical comedy, as a rule, only goes on tour to the No. 1 towns, cities as large as Liverpool or Leeds, Manchester or Birmingham or Glasgow; and then it goes with its London company either before or after the London run. The result of this is that the small men—still small, that is, in repute and salary—no longer get the chance to play the big parts. Having no chance and no practice, how are they to become the stars of to-morrow, stars of whom the lighter London stage will assuredly be in serious need?

In the "straight" theatre there is plenty of promotion owing to the repertory or stock theatres, which

still hold on and sometimes make new ground. These present numbers of old and new pieces and give abundant opportunity to young men and women to widen their range, become quick learners of a part, and evolve a technique which will carry them through the hustle of both playing and rehearsing a new part every week. Nearly all our younger stars of the "straight" stage have had some salutary experience of this kind. Liverpool and Birmingham have been prolific in creating accomplished artists such as Sir Cedric Hardwicke, Mr. Ralph Richardson, Miss Diana Wynyard and others. But these stock companies very rarely do musical shows of the kind which need and foster the budding Hensons and the infant Howes. There simply is no training-ground for these artists, except in concert-party work, where the conditions are rather different. In that case, too, the activities are so widely dispersed that talent and even genius in drollery may easily pass unnoticed in some too far-flung pier pavilion.

If you ask what is to be done about this, I think that nobody has a direct answer. We can only hope for this remedy and hint at that. It may be that musical comedy will dwindle away; yet one feels that the British people, in so far as they care about the theatre at all, do really care for musical comedy, and might even deem life to be insupportable without it. In that case, the public must really show some curiosity when a new name goes on the bill, and not stay away because Mr. So-and-So has been engaged instead of a Buchanan or Lupino. The newcomer in the musical play must be given a generous opportunity just as much as the newcomer in the "straight" show, and I am sure that Mr. Henson would be the first to endorse that. It is, then, up to the public to support new talent when it appears, and not to stay away because it misses the old favourites and the old, familiar faces.

There is still, of course, an outside chance that the rather humble type of touring company may return. It has never been quite extinct. The trouble is that, even if the public of the smaller towns wished to see it, the old premises have become so old as to be impossible or so altered as to be unusable. There remain, however, the pier-head stages and halls of one kind or another. Can these put up an effective rivalry to the cheap comfort of the vast new Palasseum? If they cannot, the times will grow harder and harder for the managers in search of drolls and musical-



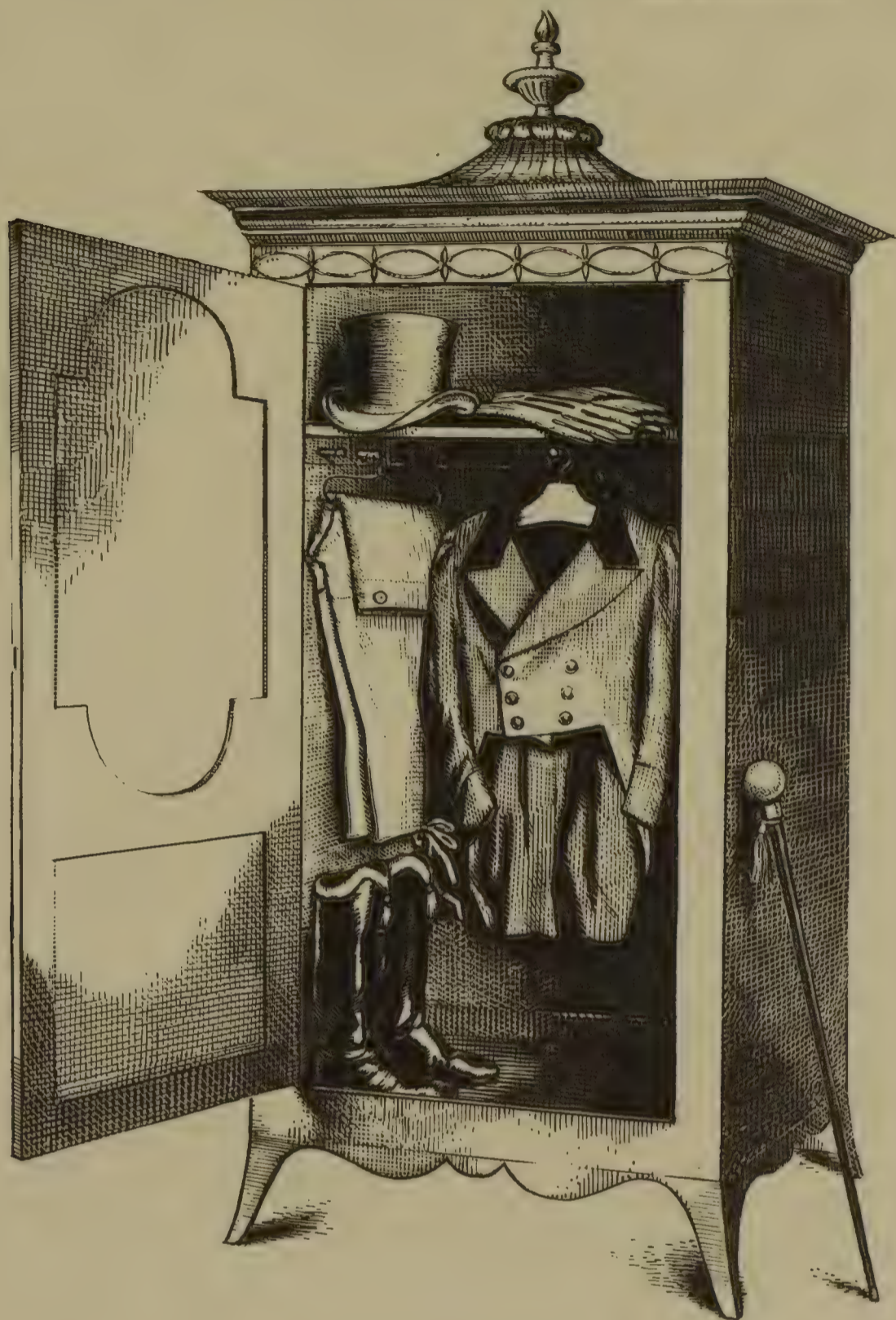
"DREAMING LIPS," AT THE LONDON PAVILION: MIGUEL DE YAYO (RAYMOND MASSEY) PLAYING BEETHOVEN'S VIOLIN CONCERTO AT THE CONCERT AT WHICH GABY FIRST SEES HIM.

The première of "Dreaming Lips," a Paul Czinner production for Trafalgar Films, took place on February 2 and was attended by Queen Mary. The film deals with the conflict between Gaby's love for her husband's friend, Miguel, and her shrinking from any action which would hurt her husband. The solution is tragic, and the husband is left unaware of his wife's infatuation.

comedy leads such as the theatre of twenty-five years ago was creating in Messrs. Henson, Howes, Buchanan, and Lupino, who are still, as this season's record shows, the young darlings of the young idea as well as the joy of comparative fogies. Be it noted by intending devotees that their respective abodes are the Gaiety, the Hippodrome (shortly), Daly's, and the Saville.



PLAYING PATIENCE WHILE WAITING FOR HER HUSBAND AND MIGUEL TO RETURN AFTER THE CONCERT: ELISABETH BERGNER AS GABY, WHOSE CHILDLIKE EMOTIONS LEAD TO TRAGEDY, IN "DREAMING LIPS."



## Why isn't there an overcoat in Johnnie Walker's wardrobe?

"I never wear an overcoat," said Johnnie Walker, "though I am not advising you to do without this estimable garment. Yet it's not the many cold winters I have seen since 1820 which have hardened me to cold. The explanation is that I have always 'Scotched' the idea of winter colds, chills and influenza. You too will find that a glass of Johnnie Walker taken hot (with lemon and a little sugar if you like), before you go to bed, will deal with threatening colds in the quickest and pleasantest way.

"The reason for the extraordinary value of Johnnie Walker is to be found in the age and purity of the whiskies from which Johnnie Walker is so expertly blended. For your health, as well as for your enjoyment, *ask for Johnnie Walker by name.*"



JOHNNIE WALKER — born 1820, still going strong

## FINANCE AND INVESTMENT.

BY HARTLEY WITHERS.

## MUST HISTORY REPEAT ITSELF?

FOR some time, the City atmosphere has been full of dolorous warnings about what happened when we last suffered from a slump, always with the suggestion that history necessarily repeats itself. Warnings of this kind are a useful reminder at times when optimism is prevalent. But it is easy to push these analogies from the past too far; and I recorded last week that one leading banker had found it necessary to go back to 1921 to find a precedent for what we might begin to expect, though, as I ventured to point out, the conditions then were entirely different, in this country, from those which prevail to-day, with our industries reconstructed, reorganised and re-equipped, with our fiscal policy altered in such a way as to give fresh confidence to our business organisers, and with our monetary policy freed from the fetters of the gold standard—in 1921 we were just beginning the long and painful struggle to get back to those fetters—and with the consuming power of our domestic market improved by the cumulative effect of many years of advance in the general standard of comfort of the wage-earning classes. Incidentally, it may fairly be questioned whether, in fact, history does repeat itself with any approach to regularity. It is pretty safe to bet that we shall never again see people burnt alive in London on account of their religious opinions, or (as happened in the eighteenth century) a young wife with a child at her breast carted to Tyburn to be hanged, because her husband had been carried off by the press-gang and she, left utterly destitute, had stolen something in order to get food for her starving children. Such crimes, we may hope, will never happen again; and if they can be abolished there is surely no reason to believe that the comparatively mild stupidities and blunders which have marked the course of economic history with a series of disasters should not also be cleared out of the way.

## IF SO, WHAT SORT OF HISTORY?

But even if we are determined to believe that the course of progress must be a series of repetitions, we are at least entitled to console ourselves by remembering that there have been in the past, and the quite recent past, periods in which investors who had put their money into a widely diversified holding of

ordinary shares and stocks had good reason to be satisfied with their experience over a long spell of years, and years which covered political and other disasters which might have been expected to be ruinous to those who had made such a use of their savings. Such was the result of an investigation carried out by Mr. Raynes, secretary of the Legal and General Assurance Society, the details of which were expounded by him in a paper read in November 1927 to the Institute of Actuaries. His subject was "The Place of Ordinary Shares and Stocks (as distinct from Fixed-Interest bearing Securities) in the Investment of Life Assurance Funds." What he wanted to show was whether greater security to the capital of a fund is given by the investment of a proportion in ordinary stocks and shares, and he attacked the problem by means of a statistical investigation, as being more convincing to actuaries than deductive reasoning from economic principles. The difficulty of being quite unbiased in illustrations of a hypothetical fund in the past, when one has knowledge of the course of dividends and prices in the interim, he overcame by a mechanical process of selection of his examples, which "while it would shock the susceptibilities of any respectable stockbroker, would meet with the approval of a sound statistician."

## MR. RAYNES'S EXPERIMENT.

What he did was to take nine groups of companies, and out of these groups to select the six British concerns with the largest share capital shown in the list printed in the *Investor's Monthly Manual* (published by the *Economist*) for March 31, 1912, provided only that they were at that date paying dividends on their ordinary share capital. As he says in his paper, "a number of indifferent companies were in this way included in the list, but the selection is free from bias due to after-knowledge." He thus put together fifty-four companies, and by making an imaginary investment of £1000 in the ordinary shares and debenture stocks of each, compared the result obtained from the two classes of investment during the period of fifteen years from March 1912 to March 1927. This period covered, as Mr. Raynes said, and as all of us then (at the end of 1927) believed, the "majority of our tribulations." Actually, another very big tribulation was waiting to burst on us in 1929; but between 1912 and 1927 we had experienced the most devastating war that ever happened, an after-war boom followed by a severe relapse, a general strike and a coal strike; as a testing period it was surely severe enough. The

groups chosen were (1) British railways, (2) electricity and power companies, (3) gas companies, (4) iron, coal and steel, (5) land finance and mortgage, (6) shipping, (7) telegraph, (8) financial trusts, and (9) textile and allied companies. There are some obvious gaps in the list; no banks or insurance companies, because Mr. Raynes took only companies which issued debentures as well as ordinary securities. This made his case weaker than it might have been, for banks and insurance companies—especially the latter—are conspicuous examples of progressive strength in their "equities" owing to the extremely prudent principles which guide their policy. Brewery securities are another class that clamours to be included in a list representative of this country's activities; but on the whole it is a satisfactory classification, and one which erred soundly on the side of understating the case to be proved.

## AN INTERESTING RESULT.

Having made his imaginary investment of £54,000 in each of the two classes, fixed interest and ordinary, Mr. Raynes worked out the aggregate income from each. Rather unfortunately, he gave the net income after deduction of income tax, a system which was doubtless correct from an actuarial point of view, but introduces a complication which makes it difficult to follow the gross yield on the investment. On the ordinary shares, however, the net yield for 1912 was 5.49 per cent., and for 1913 6.71 per cent., this big jump being due to one of the shipping companies having allotted a sum in cash to shareholders in connection with an alteration in its capital. Then came the war years and the big rise in income tax, and the net yield on the ordinary shares ranged from 5.12 to 5.47 per cent. After the war the yield recovered and touched 7.07 per cent for 1924, coming back to 6.54 for the last year of the period. As compared with the fixed-interest stocks, the ordinary shares were seen to great advantage; for the former, owing to the higher rate of income tax, had come down from a net yield of 3.95 per cent. for 1912 to 3.30 for 1926, having been below 3 per cent. for four years from 1918 to 1921. With regard to capital value, the ordinary shares again showed a much better record for their holders. It will be remembered that the sum of £54,000 was supposed to have been invested in each class of security—at the end of the fifteen years the market value of the ordinary shares had risen to £80,073, while that of the fixed-interest stocks had fallen to £42,588.

[Continued on page 280.]



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# HUMBER

## THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

MOTORISTS in all parts of the world will learn with pleasure that the U.S.A. Society of Chemical Industry presented the William H. Perkin Medal recently to Mr. Thomas Midgley, jnr., who

present on this occasion that, whereas it only took about three days to discover the elements constituting the refrigerating fluid "freon," it was the labour of many years to arrive at the best antidote to detonation in petrol.

In revealing the steps taken in the laboratory to the ultimate discovery and production of ethyl, Mr. Midgley stated that it appeared to be almost hopeless at first to search for a material to control "knocking" in an internal-combustion engine. Various methods were tried and discarded, but after spending a considerable amount of money over a period of years, "what appeared as a hopeless quest became a fox-hunt." Predictions began fulfilling themselves, instead of fizzling out. Di-ethyl selenide was prepared and worked as predicted. Di-ethyl telluride next fulfilled his hopes, and seemingly the wildest dreams of success had been realised. There are, however, good reasons for not using tellurium compounds. A systematic survey was then conducted, using a periodic arrangement suggested by Robert E. Wilson. The ethyl and phenyl derivatives of the elements on the right of the arrangement according to vacant places were prepared and their efforts measured in motor opposition. Tin was the first element investigated from the group immediately to the left of those previously reported. Its ethyl derivative was studied. This compound exhibited a much more

powerful effect than had been expected. "We thereupon predicted that tetraethyl lead would solve the problem. The record of the past decade has borne out that prediction." And I am sure that all motorists will agree. It certainly has "filled the bill." Compressions used to-day of six or seven to one would not have been possible for the ordinary standard car but for Mr. Midgley's and his colleagues' excellent work. So it is only just we should all thank him for his achievement.

The Winter Trial of the London Centre of the Riley Club is to be held in Kent on Saturday, February 20, starting near Bromley and finishing at the Sundridge Park Hotel. Other motorists who want to see all the latest types of Riley cars in private owners' hands should attend this trial at the start or finish. Riley models are quite roomy cars nowadays. The 1½-litre "Falcon," with pre-selector gear transmission and lever-free front, at £315, is a regular family car, with

*[Continued overleaf.]*

A REMARKABLE ROLLS-ROYCE: A "PHANTOM III," WITH COACHWORK BY HOOPER AND CO. AND ACCESSORIES THAT INCLUDE TWO CANTEENS OF COCKTAIL SETS.

developed "Ethyl" petrol: "for distinguished work in applied chemistry, including the development of anti-knock motor fuels and safe refrigerants." To-day we all use blended fuels, and I can safely state that 70 per cent. have "ethyl" in their constitution. Its addition to petroleum spirit has permitted higher compression due to the anti-knock qualities of ethyl petrol. Tetraethyl of lead in motor fuels adds "as much more power annually to civilisation as that which will be supplied by Boulder Dam" (one of the U.S.A.'s greatest power plants), said the Society on presenting Mr. Midgley with the medal. The receiver of this high honour assured the members of the Society

that the survey was then conducted, using a periodic arrangement suggested by Robert E. Wilson. The ethyl and phenyl derivatives of the elements on the right of the arrangement according to vacant places were prepared and their efforts measured in motor opposition. Tin was the first element investigated from the group immediately to the left of those previously reported. Its ethyl derivative was studied. This compound exhibited a much more



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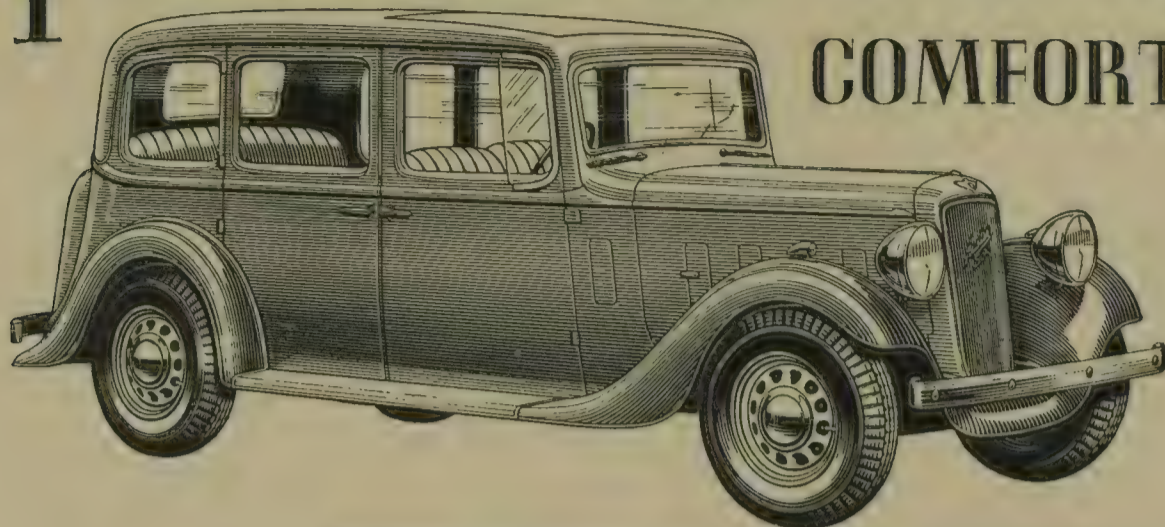
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(Continued.)

a "pep" in its performance. Tyre prices have risen, but Riley owners need not worry, as I know few cars which seem to make their tyres last a greater mileage than these cars. This is due, in my opinion, to the better distribution of the load.

I notice that 1500 new employees have been put on work by the Alvis Company of Coventry. The extensions of the works are in full swing. Technical motorists should make an effort to pay a visit here, as the new machine-tools include some which no other aero or motor factory possesses. One machine cost £6000, and is the first of its kind in Great Britain. The rush of work is due to the demand for two of the latest Alvis models, the new "Seventeen" and the new "Speed Twenty-five." Features of the 17-h.p. Alvis include independent front-wheel suspension, all synchromesh gears, full five-seated coachwork, with all floors quite level, a petrol consumption of 22 miles per gallon, yet capable of speeds in excess of 80 m.p.h. Its cost is £545. I think it a most attractive car, while all women praise the comfort of its level floor in the rear compartment, there being no tunnel to trip over.

In reply to a correspondent, current M.G. models are the "Midget T" 10-h.p. two-seater, listed at £222, the 12-h.p. 1½-litre £325 saloon, and the 17·7-h.p. 2-litre folding-head foursome, £398. Substantial reductions have been made recently in the prices for special finishes for M.G. cars. Wheels in colour instead of silver cellulose, M.G. "Midget" and M.G. 1½- and 2-litres, cost ten shillings per wheel. Special exterior colour-finishes, including special lakes, white and fluorescent finishes: "Midget," eight guineas, and the others fifteen guineas. Other colours range from £1 to £10 10s. Some folk like special colours, so now these motorists will be able to have the hues they desire; but do not forget that alteration of paint colours usually causes delay in delivery, so make due allowance.

### THE PLAYHOUSES.

#### "HOME AND BEAUTY," AT THE ADELPHI.

**O**NE sincerely hopes that this will not prove, as threatened, to be Mr. Cochran's last revue, for it is decidedly not his least. It has melody and beauty, but does lack that atmosphere of jollity one anticipated in a "Coronation Revue." Mr. A. P. Herbert's house-party background was rather too like the real thing: enjoyed more in retrospect than at the moment. The revue opens spectacularly—the Hall of Mulberry Moat, with one of the steepest and tallest staircases ever seen on a stage. The Earl of Mulberry (Mr. Norman Williams, whose fine voice is heard to great advantage later in "Sing, Royal Harp," with a mediæval Coronation seen dimly through a gauze) is awaiting his guests. A dull lot, unfortunately, until Miss Gitta Alpar and Miss Binnie Hale arrive. Miss Alpar sings magnificently, and displays a surprising sense of humour. Her scene in a bathroom with Miss Hale, a rival songstress, is extremely funny. One could say she almost acted Miss Hale off the stage, were it not for the fact that Miss Hale was supposed to be soaping herself in the bath—a situation that rather handicaps an actress. Miss Binnie Hale, however, got most of the laughs of the show. She sings a deliciously domestic ditty, "A Nice Cup of Tea," with "tweeny-ish" charm. Her agility while singing "Everybody Must Be Fit" must have left most of her audience gasping for breath, and should undoubtedly be televised to support the Women's League of Health and Beauty campaign. Mr. Herbert's book, though it has an original setting, seems to me somewhat lacking in humour. Mr. Nelson Keys has been badly treated. He appears as a Master of Foxhounds, an Aged Financier, a Famous Politician, a Farmer, a Precocious Small Boy, and "himself"; but in every appearance he has to depend upon his own virtuosity rather than his author's wit. The fact that he got his biggest laugh when he did his now almost too-well-known impressions of Mr. Jack Hulbert and Mr. George Arliss suggests that his author did not provide him with much material.

The music is tuneful—"Play It Again" and "Love Me a Little To-day" being, perhaps, the best of the score. The revue is much too long, and those fine pianists Messrs. Rawicz and Landauer had to play against an audience more interested in thoughts of trains, supper, and fumbling under seats for hats than listening to a delightful performance. At least half an hour should be cut from this revue.

#### "ON YOUR TOES," AT THE PALACE.

This is the most original musical comedy seen in London for many years. If your taste is for pretty girls and slap-stick, then it almost certainly will not appeal to you. If, on the other hand, you prefer a touch of satire, sometimes so subtle that one is not always sure when the burlesque begins and the burlesqued ends, you will undoubtedly like it very much. The dialogue is unusually witty, and the score always tuneful. Mr. Jack Whiting has a part, both as a comedian and dancer, that fits him like the proverbial glove. He has two generations of music-hall blood in his veins. A tap-dancer at heart, he finds himself involved in a Russian ballet, and how he mingles "choreography" with "buck-and-wing" dancing is amazingly funny. Miss Olive Blakeney, as a wise-cracking "angel" (the person who puts up the money for a production), is extremely amusing. An original musical show that not only deserves success, but should do more—attain it.

### FINANCE AND INVESTMENT.—(Continued from page 276.)

#### CONCLUSIONS TO BE DRAWN.

It is, of course, easy to point out weaknesses in investigations of this kind; and anyone who, merely on these figures, advised all his friends to sell all their fixed-interest stocks and go headlong for common shares would be asking for trouble. But the comparison between fixed-interest and common securities is not my present concern, but this question of whether history repeats itself and, if so, what sort of history? To those who tell us that reactions are a necessary law of business—which is probably true—we can answer on this practical example, that here is a period, and a very troublesome one, and one in which the rate of income tax was multiplied by about four, in which nevertheless an investor who had sat tight on his holding of well-distributed ordinary shares would have found himself at the end of it with an increase of nearly 50 per cent. in the capital value of his holding, while his income had risen by more than 1 per cent., and had never during the worst years declined by ½ per cent. If history of this kind is going to repeat itself, it does not look as if investors of this class need worry themselves very seriously about the effect on their incomes of temporary recessions in trade and industry. In one respect, however, it seems most unlikely that there will be a repetition; and that is in the matter of the very handsome yield on common shares shown in Mr. Raynes's experiment. Investors of to-day can hardly hope for such rates, but if they can secure the steadiness of the earlier period, it will be something.

# There's Entertainment at Monte Carlo



**T**HERE'S no denying it: the English are a spoilt and pampered race. They demand to be amused. They insist on having the best of everything. More—they regard it as their due! And they get it.

That's why so many of you flock to Monte Carlo. You're spoilt there, all right. No bother, no fuss, no worry—and a seemingly endless round of entertainment day and night, the best of its kind, something for every mood. Galas and gambling, dinners and dancing—when you are feeling gay . . . Bridge—when you are serious . . . Tennis tournaments, Golf championships, sailing regattas—when the sporting spirit is on you. And a

superb, an astounding programme of music, recitals and concerts, which must be heard, whatever mood you're in. If you're a proper Englishman you'll go to Monte Carlo and have the best of everything. Go now, while the Season is at its height.



This winter the cost of living at Monte Carlo is cheaper than ever. In spite of the devaluation of the franc, hotel tariffs have not been increased, which means in English money a reduction of approximately 35 per cent. Railway fares and all other expenses show proportionate savings.

Visitors to the HOTEL DE PARIS, the HOTEL METROPOLE and the HOTEL HERMITAGE will continue to enjoy the advantages of the "pension tournante." This makes it possible for them to take their meals as they choose, either in their own Hotel or at the Café de Paris, or at the International Sporting Club.

There are good hotels to suit every purse, full particulars of which can be obtained from Messrs. Thos. Cook & Son, Limited, and all Travel Agencies.

## CALENDAR

FEBRUARY — APRIL 1937

**SOCIAL EVENTS:** GALAS at INTERNATIONAL SPORTING CLUB and HOTEL DE PARIS; Battle of Flowers, March 6; INTERNATIONAL REGATTAS during March; Flower Show, March 28-April 4; Dog Show, April 3-4; Theatre — Season of Comedies and Operettas in progress at Beaux Arts Theatre.

**SPORT:** Winter Sports—Beuil, Viking Cup and Primrose Cup, International Ski-jumping Competition, February 21; Auron, Downhill Race for Grand Prix d'Auron, March 21; Monte Carlo Country Club (Tennis); INTERNATIONAL TOURNAMENT (Butler Trophy and Beaumont Cup), February 22-28; EASTER TOURNAMENT (Macomber Gold Cup, Duncan Trophy, Wills Cup), March 29-April 7; Monte Carlo Golf Club — SPORTING CLUB CUP, February 20; Rivett-Carnac Challenge Cup, February 27; Walter de Frece Cup, March 6; PRESIDENT'S CHALLENGE CUP, March 19-20.

**MUSIC:** Concerts — Jacques THIBAUD, February 17; Sydney BEER and Walther GIESEKING, February 19; Richard STRAUSS, March 12; KREISLER, March 17 and 19; RACHMANINOFF, March 24 and 26; Bruno WALTER, March 31; Adolf BUSCH, April 2; Ruth SLENCZINSKI, April 7; Gala of Modern Music — Florent Schmitt's "Psalm XLVII," conducted by Dimitri MITROPOULOS, April 14; OPERA Season lasts till April 10.



## NOTES FROM A TRAVELLER'S LOG-BOOK.

By EDWARD E. LONG, C.B.E., F.R.G.S.

## ON THE HIGH VELD OF SOUTH AFRICA.

ONE of the most pleasant methods of escaping from the rigours of an English winter is to visit South Africa, and spend a few months in one of the healthiest regions of the world—the High Veld. There, on an immense plateau, varying in height from 4000 to 6000 feet, are such great climatic advantages as a remarkable clearness and purity of atmosphere, a freedom from mists and fogs, a low and steady air pressure, medium wind velocities, and a great deal of sunshine, with a high percentage of actinic rays, rendering it extremely beneficial to health. Winter-time in this country is South Africa's summer, and then is the time when the High Veld has its longest and its warmest days, though the heat of the daytime, which is never excessive, is always followed by cool nights, and generally there is a pleasant breeze blowing.



SHOWING THE WIDE, TREE-LINED THOROUGHFARES AND OPEN SPACES OF THE "CITY OF SUNSHINE": A FINE PANORAMIC VIEW OF JOHANNESBURG FROM MUNRO DRIVE, IN THE SUBURBS.

Photograph by South African Railways and Harbours.

A delightful centre for a holiday on the High Veld is Johannesburg, which is centrally situated and can be reached from Cape Town, by trains with the most luxurious accommodation, in nineteen and a half hours. It is, too, the centre of a railway system which branches out in all directions and brings within easy reach not only all the important towns of the High Veld, its characteristic scenery, and its beauty spots, but also such "star turns" of South African travel as the Drakensburg National Park, the Kruger National Park, and game sanctuary, the mysterious ruins of Zimbabwe, and the Victoria Falls; and all arrangements for visiting these and other places can be made at the Tourist Branch of the South African Railways Publicity and Travel Department in Johannesburg. Those who are unaware of its amenities

and its generally pleasant situation, may consider Johannesburg only as an extremely interesting city for a short visit, enabling one to see the marvellous gold-mines of the Rand, not realising its attractions for a lengthy stay. The truth is that it is one of the most charmingly laid-out of modern cities, with considerable inducement to the holiday-maker to linger long within its borders. It has palatial hotels, splendid shops, a number of very hospitable clubs, including an Automobile Club, and a country club, an art gallery in beautiful Joubert Park, a fine public library, a symphony orchestra, an operatic society, the Standard Theatre, His Majesty's Theatre, and many large cinemas; and it is the headquarters of the African Broadcasting Company; whilst the magnificence of

its public buildings and the beauty of its suburban homes are a revelation to the traveller from Europe.

In one of its most picturesque suburbs is the Herman Eckstein Park, where, amid lovely surroundings, Zoological



TYPICAL OF THE SCENERY WHICH DELIGHTS THE TRAVELLER ON THE HIGH VELD: A VIEW NEAR DUIVELSKLOOF, IN THE PIETERSBURG DISTRICT OF THE TRANSVAAL.

Photograph by South African Railways and Harbours.

Gardens are situated containing most of the rare South African fauna; and there is an attractive lake; the parks of Johannesburg, which, large and small, number no less than a hundred and fifteen, cover some 2600 acres! Facilities for sport are on a commensurate scale, with excellent provision for cricket, football, hockey, polo, golf, tennis, bowls, greyhound-racing, motor-racing, swimming, boating and fishing. Horse-racing is carried on under the auspices of the Johannesburg Turf Club, with many big race meetings at Turffontein, and there is a race course also at Auckland Park. There are many public and hundreds of private tennis courts, and numerous golf courses; whilst the Johannesburg Aeronautical Association is established at the Baragwanath Aerodrome, five miles distant from the City Hall, where aeroplanes are always available for pleasure trips.

[Continued overleaf.]

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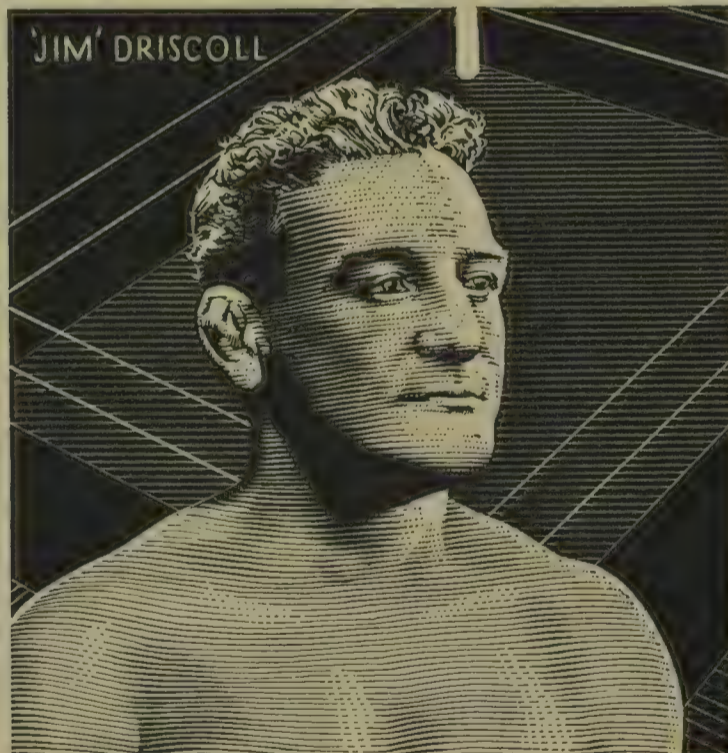
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(Continued.)

An excellent electric tramways service and good motor roads enable the visitor to Johannesburg to take many charming drives in the suburbs, notable among which are those to Rosebank and Orange Grove, and from Munro Drive a fine panoramic view of the city is to be obtained. Further afield, but easily accessible by rail or motor-car, are delightful lake resorts—Florida Lake, Victoria Lake, Boksburg Lake, and Hartebeespoort Lake; and resorts by river or stream, such as Vereeniging on the Vaal (where the Peace Treaty of 1902 was drawn up, and afterwards signed at Pretoria), Swartkop, Witpoortje Falls, Fountains Valley, Heidelberg Kloof and van Wyk's Rust. And then there are typical gold-mining centres of the Rand to be seen—Germiston, Benoni, Boksburg, Brakpan, Springs, Krugersdorp, Randfontein, and others, all thriving places, but all laid out in a particularly attractive manner, an indication of what can be done to make life pleasant in a modern mining town. Pretoria, South Africa's administrative capital, a city of shady avenues and magnificent public buildings, where the unpretentious one-storeyed house of President Kruger, and Jess's Cottage, of Rider Haggard fame, are to be seen, is but forty-five miles distant from Johannesburg by road, and there are prosperous agricultural towns of the High Veld, such as Belfast, Bethel, Ermelo and Middelburg, which are well worth a visit, and the road to them all runs through typical country of the High Veld—rolling plains, with broad and verdant meadows, fertile valleys, rocky kopjes, and distant hills, a land of great spaces and of promise.

## WHIRLPOOL ROTATION: CONTROVERSIAL COMMENTS.

MUCH interest has been aroused among our scientific readers by the photographs published in our issue of Jan. 30 illustrating two whirlpools—in the Arapuni Reservoir, New Zealand, and Loch Treig, in Scotland—rotating respectively clockwise and anti-clockwise. This difference of direction was explained, in an accompanying article by Mr. Frederick Taylor, by the theory that, as one whirlpool is south of the Equator and the other north of it, the direction of rotation is due to the west-to-east movement of the earth.

From the Librarian of the Royal Institution we have since received a reprint of a lecture on Whirlpools and Vortices delivered there by Dr. E. N. da C. Andrade, F.R.S., Professor of Physics in the University of London, who used photographs of the same two vortices to illustrate a passage in which he said: "It seems tolerably certain, then, that in these cases we have a true effect due to the rotation of the earth." Dr. Andrade likewise described the Arapuni vortex

as rotating clockwise and the Loch Treig one as anti-clockwise. Subsequently, however, he learned that the evidence on which he had explained the anti-clockwise rotation of the Scottish whirlpool was incorrect, and in a later note printed in the *Proceedings* of the Royal Institution he stated: "In my discourse I quoted the Loch Treig vortex as rotating in the direction to be anticipated from the rotation of the earth, and said that if the water were fed in from a disc 50 ft. or so in radius, under certain further conditions, such a vortex might be anticipated. Mr. A. H. Naylor, M.Inst.C.E., informs me, however, that the vortex of Loch Treig is formed within six feet or so of a bounding wall, and near a sharp angle in this wall. Further, the intake is from a hole in this wall, and is horizontal. The conditions contemplated in my calculation, namely, an inflow which is symmetrical and undisturbed within a radius of 50 ft., and a vertical pipe, are, then, not even remotely fulfilled. It is clear that the rotation of the earth has nothing to do with the formation of this particular vortex, which is due to a purely accidental cause. My excuse for quoting the Loch Treig vortex is that I found it ascribed to the rotation of the earth in a discussion printed in the *Proceedings* of the Institution of Mechanical Engineers (Vol. CXXV., p. 61, 1933), and did not imagine that a vortex formed under the conditions described to me by Mr. Naylor could possibly have been so attributed by a speaker who had presumably seen it. . . . The situation is, then, that I hold to my statement, that under the conditions which I specified the rotation of the earth would be indicated by a free vortex, but that these conditions are not fulfilled at Loch Treig."

Another comment on our contributor's treatment of the subject reaches us from Major R. A. Chrystal, who writes: "I fear you are treading on dangerous ground (or shall we say water?) and your illustrations are not convincing. There is always an optical illusion in connection with whirlpools, in that the surrounding waves, with their shimmering effect, appear to rotate in the opposite direction to that actually taken by the vortex. The only certain test is to introduce some floating object, near the edge of the whirl, and to watch that alone—in perfectly clear water one can easily be deceived. In a reservoir the original rotation may be induced by some sub-surface current which is not obvious to the observer. In a bath, one has to make certain that such a current has not been brought about by

the departure of the occupant, and that the water is perfectly still before the plug is withdrawn. The design of the bath, and outflow, are factors in the issue. My present bath is consistently clockwise, but I have used others which had the reverse habit. In one case (I forget where, but certainly in Great Britain) the vortex regularly began in one direction, then closed up, finally reversing itself."

## BOOKS OF THE DAY.—(Continued from page 246.)

A tribute to the memory of Mr. F. E. Howard, as having possessed unique knowledge of screen work, is paid by the author of a sumptuous volume designed more for the specialist than the amateur, entitled "ENGLISH CHURCH SCREENS": Being Great Roods, Screenwork and Rood-Lofts of Parish Churches in England and Wales. By Aymer Vallance. With six Colour Plates and over 300 other Illustrations (Batsford; 25s.). This ample volume, by a leading authority on ecclesiastical art and architecture, should be of great value to architects, antiquaries, and students. The author points out that he has given particular attention to the screenwork of Kent, his native county, hitherto somewhat neglected in comparison with that of East Anglia, Devonshire, and Wales. He also emphasises the importance of recording church screenwork, owing to its continual disappearance from various causes, notably fire. In this connection he recalls, with dry irony: "In one case, that of Breadsall Church, Derbyshire, burnt with its contents, including the screenwork, on the night of the 4th to 5th June, 1914, the disaster was no accident, but arson, the building having been fired by ladies, qualifying for the parliamentary vote."

Another specialist work on a particular branch of ecclesiastical art, likewise pictured on a lavish scale, is entitled "ESSAYS IN THE HISTORY OF THE YORK SCHOOL OF GLASS-PAINTING." By John A. Knowles, F.S.A. With Sketches and Photographs by the Author (63 Plates and 79 Text Drawings). (London: S.P.C.K.; New York: Macmillan; 30s.). This beautiful book, I think, will be a source of infinite fascination to students of mediæval glass, and of great interest also to art-lovers in general from its attractive style and wide historical outlook. The author's view of the æsthetic profession agrees with that of R. L. Stevenson, that it is the duty of art to please. "It is a favourite delusion of artists," Mr. Knowles observes incidentally, "that art is a necessity of life, but it is quite a fallacy. The artist, be he painter, actor, poet, or musician, only lives on the superfluous wealth of the business man. . . . Both monk and merchant proved good patrons of York glass-painters." The abundant illustrations are delightful, and the whole work lends a new glamour to "storied windows, richly dight." C. E. B.



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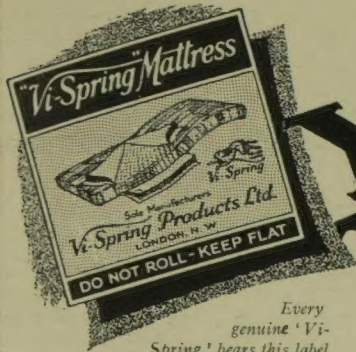
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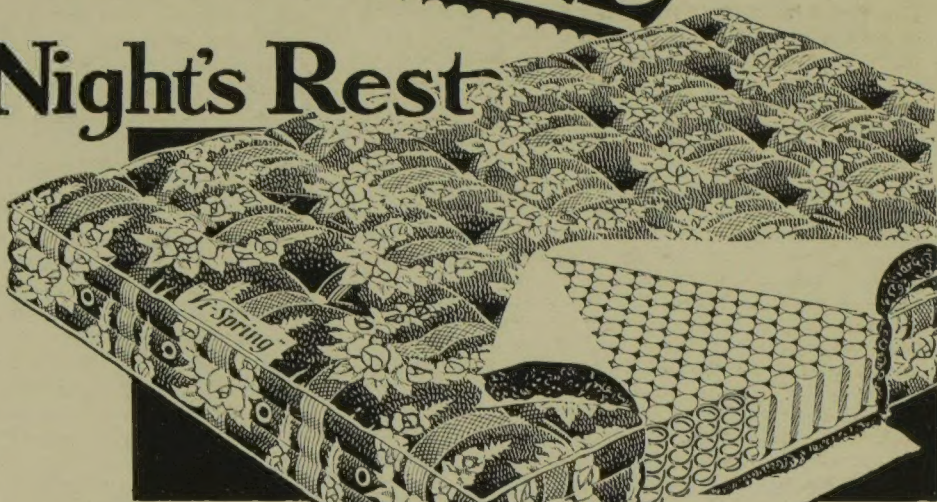
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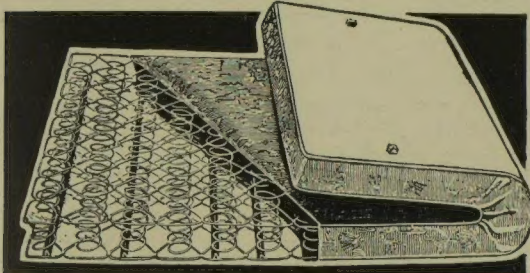
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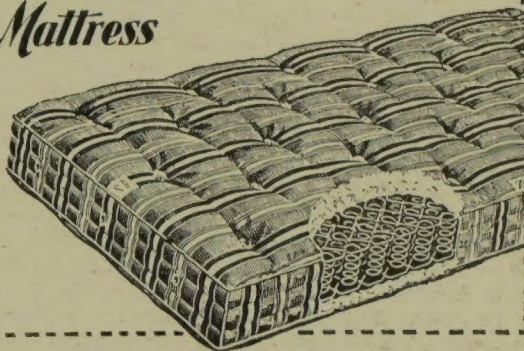
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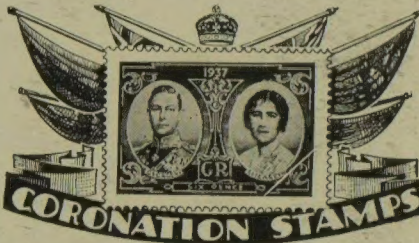
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